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Vol. CCII, No. 2633
JULY 22, 1950

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for

NEW TIMES

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Volume CCII No. 2633 The SPHERE, London, July 22, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

THE FOREIGN SECRETARY EMERGES FROM HOSPITAL—MR. ERNEST BEVIN, WHO HAS BEEN ILL SINCE BEFORE THE KOREAN CRISIS, LEAVING THE LONDON CLINIC TO ATTEND A MEETING WITH MR. ATTLEE AND OTHER CABINET MINISTERS CONFERRING WITH MR. MENZIES, THE AUSTRALIAN PRIME MINISTER: Mr. Bevin arranged to begin a holiday at Eastbourne to complete his convalescence. During his illness he was visited by Mr. Attlee at the London Clinic on more than one occasion

Mr. Ernest Bevin, who had been in the London Clinic since May 30, emerged last week in time to join in vital defence and economic talks in company with Mr. Menzies, the Australian Prime Minister, Mr. Attlee and Sir Stafford Cripps. The Korean crisis, and the difficult decisions it entails for the Commonwealth leaders, were, needless to say, in the forefront of the discussion. The problems before the Ministers related in particular to the necessity or otherwise for the diversion of resources to meet the Korean crisis. Korean affairs are not the only problems confronting Mr. Bevin on leaving hospital, for on August 2 he is due to set out from London for Strasbourg for the Committee of Ministers of the Council of Europe, which meets in "Europe's political capital" on the following day. Mr. Bevin is now in his seventieth year and has been in almost continuous Cabinet office for ten years—in fact, since joining the wartime Coalition Government as Minister of Labour in 1940. The only break was during the "Caretaker" Government in 1945 at the end of the war in Europe.

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The Supreme Wisdom.—For dictators and other notable public men, the supreme wisdom is *to know when to stop*—that is, if they did not attain to the supreme wisdom of refusing to become dictators. Mr. Eden did well to recall his conversation with Stalin in December 1941. It is on the record and should be recorded again and again, just in case it might get to the Kremlin and *remind* Stalin. Their subject was Hitler. Stalin told Eden not to underrate Hitler. "He is an able man, but he made one bad mistake: *He did not know when to stop.*" In all conscience, he had got enough. What more did he want? So had Macbeth. He had got Glamis and Cawdor and the King's confidence. But he had a Lady Macbeth to lure him to his doom. So had Napoleon and Hitler in a less tangible form. Their egos drove them on to self-destruction. What more does Stalin want? Isn't half creation enough to play with? What is his alter ego, *his* Lady Macbeth? Is it incurable, unpersuadable, inexorable as death, that fatal urge to go on and on? Alas, we have reason enough to think that it is the last infirmity even of noble minds, to whom dictatorship is anathema. They cannot retire, cannot rest on their laurels. For ever they must go on in the swim and take the risk of bedraggling those laurels in muddy waters. Wellington, Lloyd George, for instance, and—well, you can complete a list of examples to your taste.

Lessons of Korea.—The news out of Korea has been consistently bad for a fortnight. It was to be expected that sudden, unprovoked and carefully prepared aggression would have early successes. But as the days passed and the Northern advance continued, it began to be understood to what extent the Western Powers had been caught napping. "A handful of insurgents" against the military power of the U.S. (or U.N., if you prefer) with all her vaunted new weapons? Certainly, the least- or the best-informed anticipated a check to aggression rather earlier. I suppose every hour of continued success by the North increases the risk of world war. The over-running of the South by the North is not to be imagined. The check must come soon, the roll-back must be begun. And then the lesson must be taken to heart. It is not enough to talk of preparedness and of stock-piling, of military might and determination, of new weapons and devices. The force to repel aggression must be ready to march to any point at shortest notice, armed with antidotes to the latest inventions of the enemy. Military intelligence is paid to secure such information, and M.I. appears to have nodded. Korea must be more than a trial and a warning. It must be another Pearl Harbour of all-out effort by the West. It was not too much to say, as I did, that it would affect the lives of the humblest citizens of the democracies.

Unofficial Strikes.—The citizen's complaint that he is led along blindfold by the Government is also the complaint of Parliament. The citizens elect their eyes and ears and voice to Parliament embodied in one individual, and what he doesn't know, we don't know. The state of our defences, for example. Parliament is always complaining of being kept in the dark, and always there is the compelling excuse of public safety. But that does not go for purely domestic issues. I think the time has come for the intelligent citizen to demand of the appropriate Ministers an explanation of Government and Union policy regarding these unofficial strikes which perpetually interrupt industry, hold up the public and make fools of Union leaders and Ministers. We are left to grope for a definition of an "unofficial" strike. We used to assume that it was a strike by a section of a Union or a group of workers in some industry which was not backed by the Union executive on the ground essentially that, if there were a just grievance, adequate machinery existed for a constitutional settlement and that machinery was at work, or in a position to work, to decide the issue with reasonable speed. But that definition won't do. These stoppages are, indeed, still labelled and condemned by Union leaders, executives and Ministers as "unofficial," but they are not dealt with as acts of insubordination. They are invariably accorded all the rights and dignities of the constitutional machinery of collective bargaining. And in 60 per cent. of these acts of insubordination the strikers win. In no case that I can recall have the ringleaders been punished. In one or two cases, ringleaders dismissed have been reinstated on the threat or occurrence of another unofficial strike. In short, the citizen is entitled to ask, and to be told, if mob law *is* the rule in industry under Socialism.

Loyalty.—Mr. Strachey's remarks on the Schuman Plan at Colchester have been ventilated, and if the debate wasted important hours in Parliament, who started wasting public time and personal energy better put to the country's service? There are always arguments pro and con every choice of words and action by men, good or bad. Having carefully examined Mr. Strachey's personal defence in the House, I do not believe that there is any shadow of doubt that Mr. Strachey referred to the Schuman Plan as a plot. That word, to put it mildly, is not to be harmonised with the Premier's definition of the Plan, any more than the Labour Party's earlier "declaration" on the Plan was in step with the Premier's official attitude. Loyalty in a leader is good; good also is reticence in a public man. Mr. Attlee has these qualities in full measure. And his critics may well say he has them in excess even to the point of recklessness, of indifference; yes, even to the point of lack of leadership. It is not too much to say (as *The Times* has said) that the time has come for the Premier to take stock of his men no less than of his measures. Mr. Strachey also might well take stock of his own loyalties and weigh them one against another. He clearly has strong loyalties to his political conscience; he cannot but feel loyalty to his political chief and Party, since he holds high office in the Government, and to his King and country, since it is the King's Government. The times are critic al and the office he holds to-day is a key office. Unity at home and in Western Europe was never more necessary, and without unity in the Government there can be no national unity.

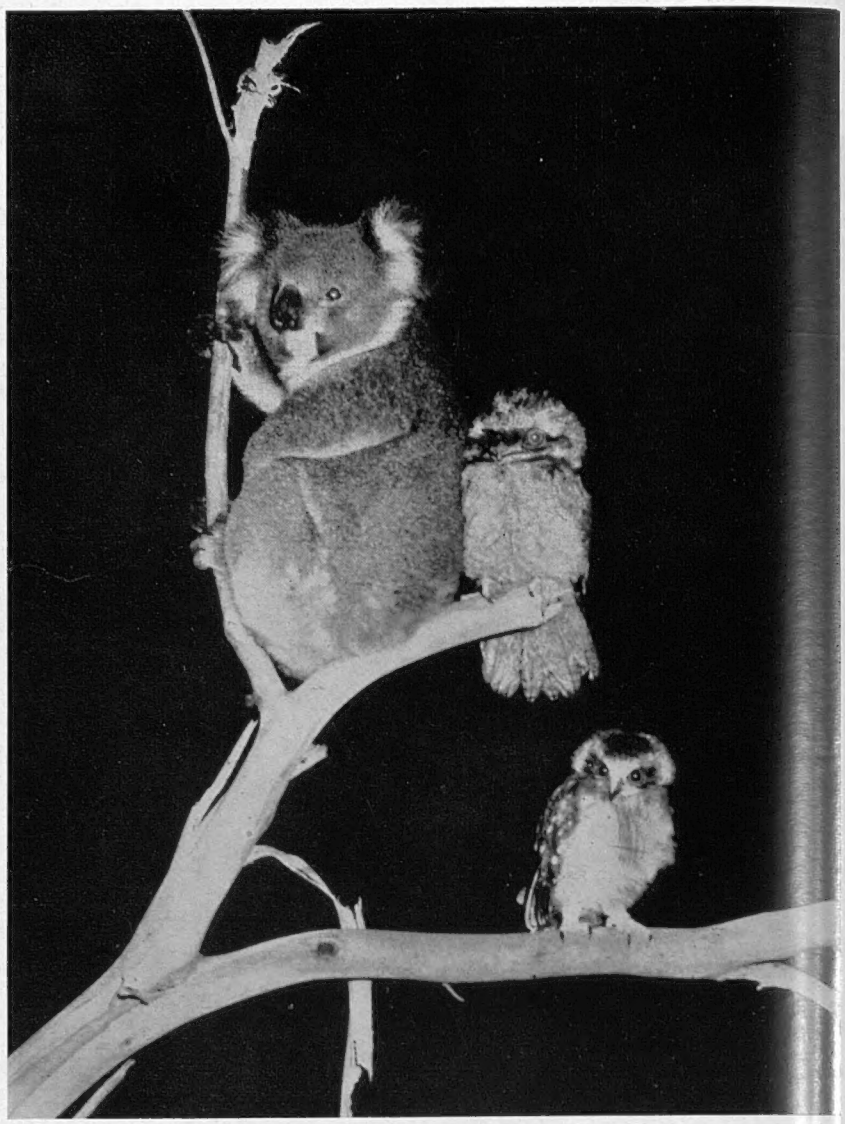
Leopold and the Belgians.—The question of King Leopold's return drags interminably on. I have kept off the subject because the relevant factors are so hard to come by. On the face, there seems to-day to be a certain parallel between this restoration and that of the Bourbons in 1814 to Paris. In both cases, the emigrés did not appear to appreciate that times and manner of thought had radically changed since they were last established in their capitals. Leopold no doubt regards himself as a man unjustly treated and maligned. His conduct and actions in the late war have had staunch defenders outside his own country. No doubt his greatest asset was his first Consort, and he lost her in tragic circumstances; and no doubt he has not the stature of his father in the eyes of his countrymen, nor perhaps the rugged quality of his brother, the Regent. But it is hard for us to understand the bitterness which some of his countrymen feel about him. It does not appear that any large body of opinion in Belgium to-day is definitely anti-Monarchist. But there is no doubt at all that there is a very hearty opposition to Leopold.

"Britain Triumphs in Sport."—Our greatest sporting carnival week has ended, and most people would say that my "banner headline" is, to say the least, misleading. South Africa won the Open, America swept the board at Wimbledon, Denmark, Belgium and the U.S. took the plums at Henley. And it was only the other day that we were lamenting our defeats in football, cricket, racing, and so on. How can my headline be justified? It all depends on the point of view. What is the object of devoting all your energies and time to excellence in a game? To win a pot for yourself or to raise the standard of excellence in your particular sport? If the latter be the purest ambition, Britain has not lagged behind in the past decade, during which record after record has been broken in the times and the scorings of various field sports. Dai Rees was "beaten out of the field" in the Open. But suppose you take the alternative view and regard the skill as more important than the pot, you could justify the headline: "*Dai Rees lowers the 18-years record for the Open.*" Britain is not behind-hand in continually lowering the records of her fathers in sport. Is it worth doing? That 's another question and one made harder to answer by the shadow of atomic warfare over civilisation. Some say that when a man has flown 600 miles in an hour, there is not much point in his wasting his time and risking his life in doing 650 m.p.h. And sometimes I agree with that view and ask with little Peterkin what good comes to humanity from these triumphs of speed and skill? But such doubts condemn me out of my own mouth. I play with words and still and always I try to improve my game. Why worry?

Regiment of Women.—Dr. Edith recently had a message for mothers and teachers at Norwood, S.E. They must instruct small boys that fighting with fists and atomic bombs is uncivilised. A good many small boys have found it difficult to secure a supply of atomic bombs and (it seems), like their rude forefathers, have been falling back on their fists. This is to be discouraged. Fists are uncivilised weapons. The razor and the cosh, which Dr. Edith does not mention, are to be taken as preferable. But better still is the remedy of "writing to *The Times* about it," pointing out that Smith Minor infringed the rule of law. *Was there ever?* (as Mr. Creevey would have said!) This pap is served out by our Socialist governess at a time when the young manhood of the nation is being invited by another department to volunteer in defence of its country and to accept its responsibilities as citizens of no mean country. I dare say Sir William Slim may have felt a mild discouragement. What with one thing and another, the Government does not help him to build up a fine volunteer defence spirit. I wonder if Dr. Edith ever read Arthur Bryant's *Years of Endurance* and *Years of Victory*? Perhaps she pins her hopes on the anxiously-awaited *Years of Elegance*. For my part, I still prefer fists to coshes and razors. Not so Dr. Edith, to whom I am sending a copy of *Rodney Stone*. A little English history-without-tears would do her no harm.

Sinatra.—The medium in which Mr. Sinatra so excels, the medium which earns him the popularity and fame usually accorded to a very few world figures, and an astronomical spending income, is one which leaves me cold—nay, one which induces in me a feeling of utter nausea. That is no doubt because I am old and out of touch with modern life. Certainly I am old enough to remember how silly were the words of the love lyrics and sentimental songs and music-hall ditties of my impressionable, Edwardian youth. The "songs" of the crooners are not so very much sillier, I suppose. What *hits* me is the egotism of these modern, maudlin lovers. The Edwardian counterpart, with his inevitable rhymes, "heart" and "part," "June" and "moon," "sever" and "ever," did at least try to draw his audience in to share in such "romance" as he treated of. Not so the Sinatras. They treat us to a deadly monologue of amorous egotism, turgid, glutinous and usually about as cheerful as a pariah-dog baying the moon. And so deadly, so complete, are the egotism and the monologue that we, the audience, have plenty of time to examine the words and rhymes of the "songs" and always to condemn them as an insult to the intelligence of a class for backward infants. Sinatra's elocution is deadly clear—unfortunately. If "these be thy gods, O Israel," the fact explains a good deal that might be puzzling in Western democracy.

THE OLD STAGER



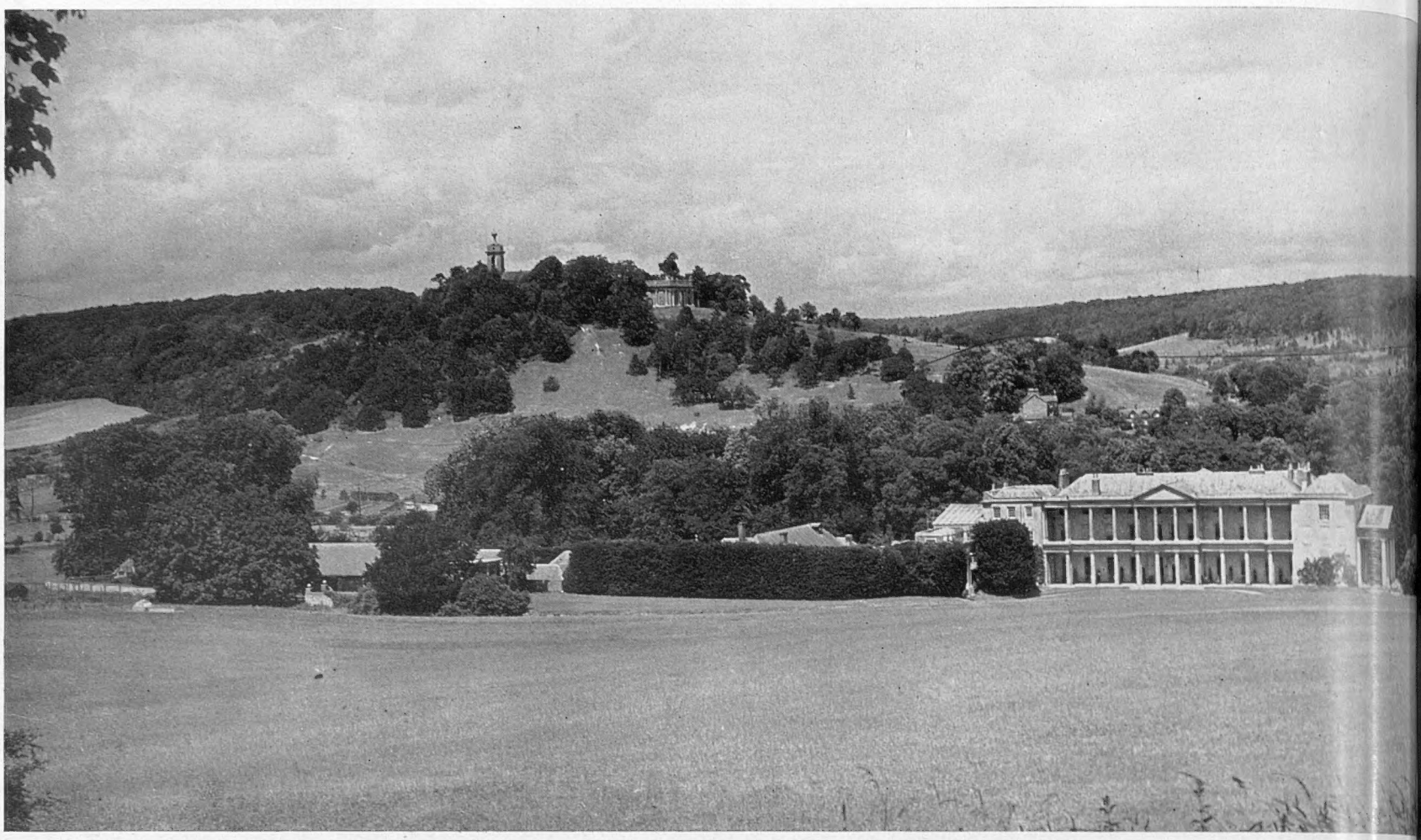
SILENT HOURS IN THE AUSTRALIAN BUSH—WILD LIFE OF THE GREAT OUT-BACK CAUGHT BY THE PHOTOGRAPHER'S FLASHLIGHT: A young Australian's picture of a koala bear sheltering a tawny frogmouth, while a boobook owl roosts below. Ronald Keith Monro, who died in 1945 at the age of twenty-five, often took his camera on his natural history and bird-watching expeditions through the bush, and in doing so he produced some remarkably fine night-time studies. His capability of weaving his bird knowledge into delightful child stories, touched with fantasy, has resulted in the publication of a book, *Australian Nature Stories*. Ronald Monro was born in Victoria and worked as a newspaper photographer on the Melbourne *Sun* and *Herald*. During the recent war he served in the Middle East, and subsequently transferred to the Australian Military History Section as an official photographer

THE KING AND QUEEN IN THE DUCHY

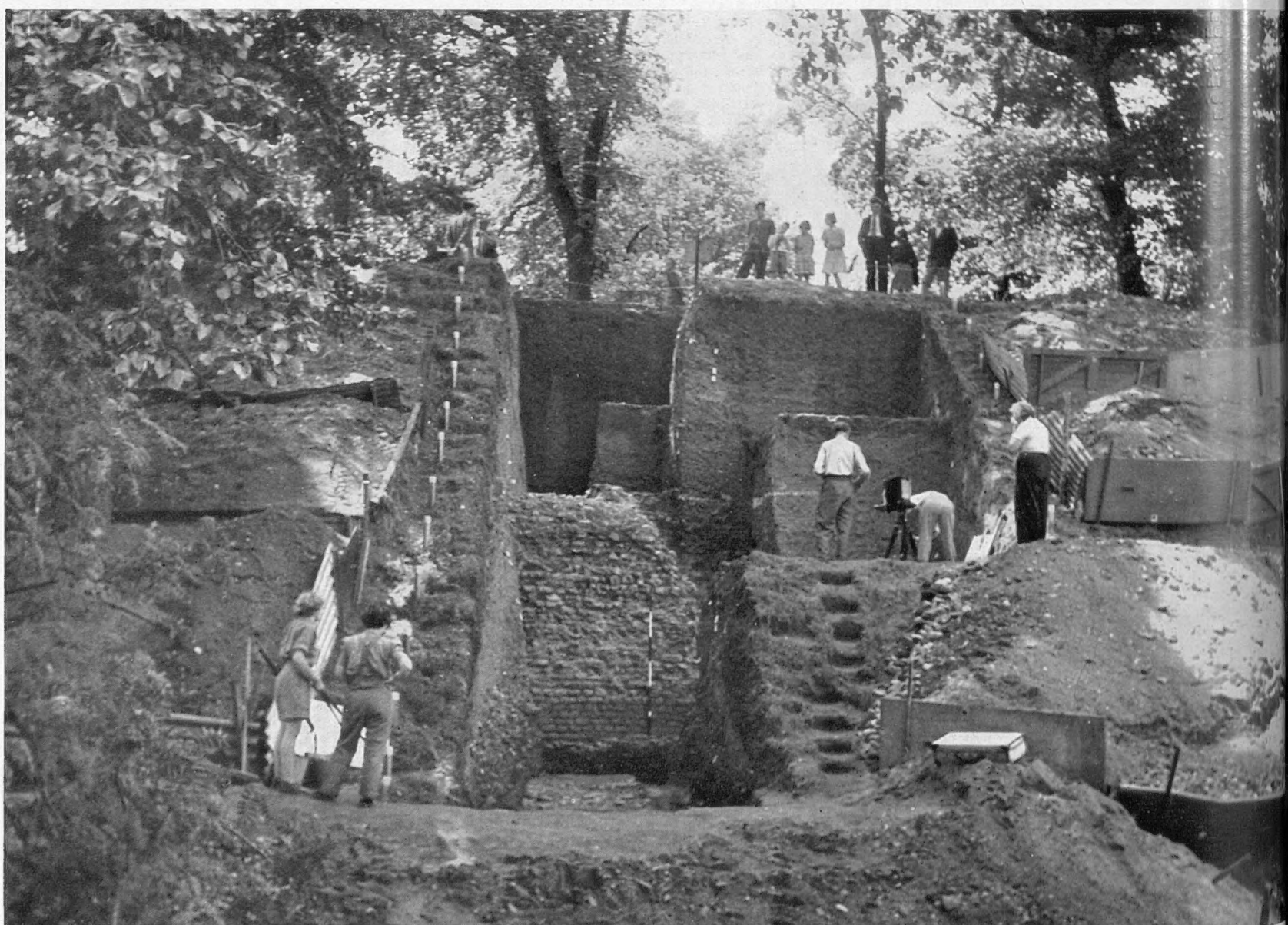
A Three-day Royal Tour of the West Country

LEAV... THE OLD DUCHY PALACE AT LOSTWITHIEL: The King and Queen, followed by Princess Margaret, preceded by the ...e-bearers, and accompanied by the Mayor of Lostwithiel, seen in the old Cornish town during their tour of the ...y. Their three-day visit to the West Country began at Exeter, where they attended the 900th anniversary ...rations in the Cathedral (see page 129 of this issue). On the second day of the tour Their Majesties visited Lost...iel, Lanhydrock, Bodmin and Wadebridge, inspecting farms and property associated with the Duchy of Cornwall. ... spent the night in the Royal train on the branch line between Bodmin Road and Bodmin, amidst some of Cornwall's ...lest wooded scenery. On the third day Their Majesties attended the Royal Cornwall Show. The 80-acre show ground ...ear the Duchy Home Farm at Stoke Climsland, from which the King exhibited three of his fine Devon cattle

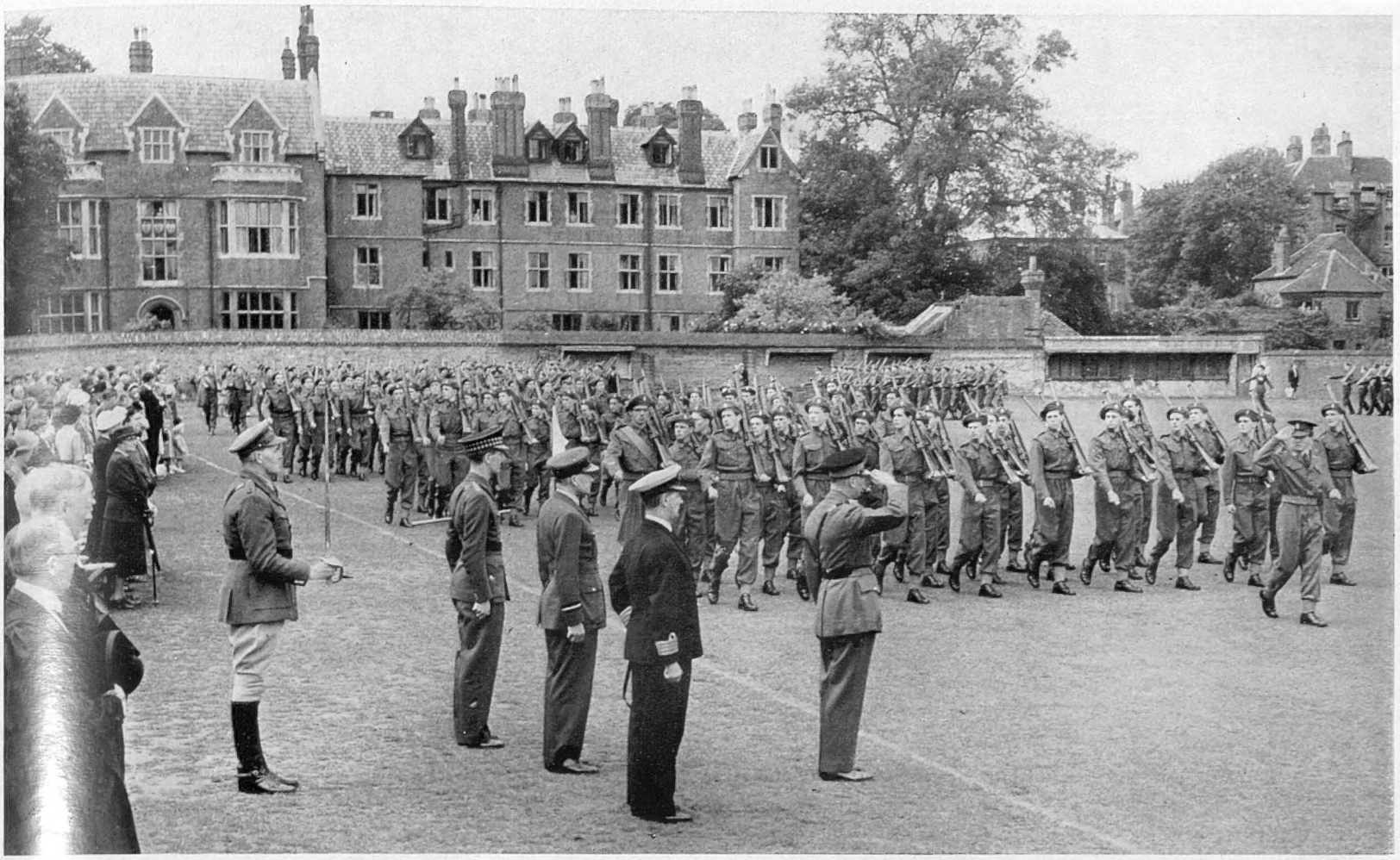
THE PRIME MINISTER AT GREENWICH: Mr. and Mrs. Attlee seen during their visit to a garden party at the Royal Naval College, Greenwich, in aid of the United Nations Association. They sailed to Greenwich in the Port of London Authority's yacht *St. Katharine*. Walking beside Mrs. Attlee is Vice-Admiral Sir Harold Kinahan, President of the Royal Naval College, who conducted his visitors round the famous Painted Hall with its eighteenth-century murals. In a speech to the guests at the garden party the Premier declared: "The whole principle of the United Nations has been challenged. That challenge has been taken up promptly"



A CHILTERN BEAUTY SPOT—WEST WYCOMBE HOUSE AND PARK, A CELEBRATED DEMESNE ON A SPUR OF THE CHILTERN HILLS: The present baronet, Sir John Dashw presented the house, the park and 300 acres of farmland, with an endowment, to the National Trust in 1943, and it has now been reopened to the pu Restoration work has lately been carried out on the verandah, the double colonnade of the Corinthian and Doric orders. Standing on the hill can be seen eighteenth-century church with the gilded ball surmounting the tower. The notorious Sir Francis Dashwood, a man of large fortune, some profligacy and great culture, wh well known for his practical jokes, some of them not in the best of taste, inherited West Wycombe House from Sir Francis Dashwood, the first baronet. In 1762 the second Sir Francis be Chancellor of the Exchequer, and for an inglorious period of months, to use the words of Horace Walpole, "he stumbled over farthings and trod lightly over pounds." His fall coinci with Bute's disgrace, and he retired to West Wycombe, there to try his amateur hand as an architect and landscape gardener. To the ideas of Sir Francis Dashwood West Wycombe owes m and by 1765 the house was indeed transformed. Robert Adam made certain designs for the house, but these were not always followed in detail. The park itself is a most succes example of eighteenth-century lay-out. About 1800 Humphrey Repton was called in to effect judicious alterations, but he achieved these without interfering much with the original sc



THE COLCHESTER EXCAVATIONS—WORK IN PROGRESS AT THE CASTLE PARK GROUNDS WHERE PART OF THE PRECINCTS OF THE ROMAN TEMPLE OF CLAUDIUS ARE BELIEVED HAVE BEEN DISCOVERED: It has been suggested by a member of the Colchester Council's Museum Committee that the site should be left open to serve a permanent reminder of Colchester's 1,900th anniversary, which has just been celebrated. The recorded history of Colchester goes back to the days of Cymbeline, is possibly the longest pertaining to any town in Britain. The recent celebrations related essentially to the founding of the Colonia Claudia Victricenis in A.D.



THE DUKE OF GLOUCESTER AT ETON—HIS ROYAL HIGHNESS TAKING THE SALUTE AT A MARCH-PAST OF THE ETON COLLEGE COMBINED CADET CORPS ON THE PLAYING-FIELDS: The Duke, now in his fiftieth year, went to school at Eton, and immediately afterwards decided upon a military career, being commissioned in the 10th Royal Hussars. In the Duke's day at Eton the Eton College force was known as an Officers' Training Corps

NEWS FROM THE HOME COUNTIES

West W[illegible]mbe Reopening; Colchester Excavat[illegible]; An Eton Parade; and [illegible]unstable Gathering

WHERE MET NEWS IS COLLATED—WORK IN PROGRESS AT THE COMMUNICATIONS CENTRE AT DUNSTABLE, BEDFORDSHIRE, WHICH COLLECTS REPORTS BY TELEPRINTER FROM ALL OVER BRITAIN AND PARTS OF EUROPE, AND ALSO SENDS OUT EDITED REPORTS OF WEATHER FORECASTS AND ISSUES GALE WARNINGS: Last week 100 members of the Royal Meteorological Society visited Dunstable in order to see a demonstration of the work and equipment of this Central Forecasting Office. Among other things, they saw the release of hydrogen-filled pilot balloons, which is carried out at specified intervals, the teleprinter room in operation, and the plotting room

6,000 AT A PALACE GARDEN PARTY

THE FIRST OF THE SEASON

THE KING AND QUEEN AND OTHER MEMBERS OF THE ROYAL FAMILY WALK AMONG THEIR GUESTS ON THE LAWNS OF BUCKINGHAM PALACE: Their Majesties, seen at their first garden-party of the season, which was attended by 6,000 people representative of many different walks of life. Princess Margaret, the Duchess of Kent, the Duke and Duchess of Gloucester are seen walking behind the King and Queen. The King wore a grey morning suit and the Queen was in clover-pink voile. It was, in the main, a civilian occasion, and the sprinkling of uniforms in the vast gathering seemed mainly to be those of naval officers, while it was noticeable that military uniforms were mostly those of overseas guests

***Below*—THE KING AND QUEEN RECEIVE GUESTS BENEATH THE SCARLET AND GOLD AWNING: Members of the Diplomatic Corps, including sixteen Ambassadors and Ministers, were among those received**

THE ATTACK CARGO SHIP "ACHERNAR" TAKES ON 500-LB. BOMBS AT LONG BEACH, CALIFORNIA: The *Achernar* is part of the flotilla now taking men and materials of the First Marine Air Wing to the Korean front. Both the First Marine Division and the First Marine Air Wing were due to leave last week at the same time as the Department of Defence announced from Washington plans for "the orderly expansion of the armed forces to meet the existing situation." The *Achernar*, with a displacement of 14,200 tons, is armed with one 5-in. gun and eight 40 mm. A.-A. guns. She has a speed of 15·5 knots

BOMBS FOR THE KOREAN WAR

AMERICA SWIFTLY SHIPS MEN AND MATERIALS TO THE FAR EAST

Taking into consideration the threat of general war, the United States Department of Defence is embarking on an immediate expansion programme. The Regular Army in the United States is being increased from six to twelve divisions, and all the divisions will be brought up from 70 per cent. strength to full strength. The tactical arm of the Air Force—whose need has been stressed by the experience of the first weeks in Korea—will be expanded by several groups. The present active fleet will be brought to full strength in man-power, and enough ships will be brought out of "mothballs" to provide a total force able to cope with another police action similar to the present action in Korea. The Korean build-up is progressing, but from now on, it is announced, there will be no more communiqués on the subject. MacArthur has been refused nothing he has asked for.

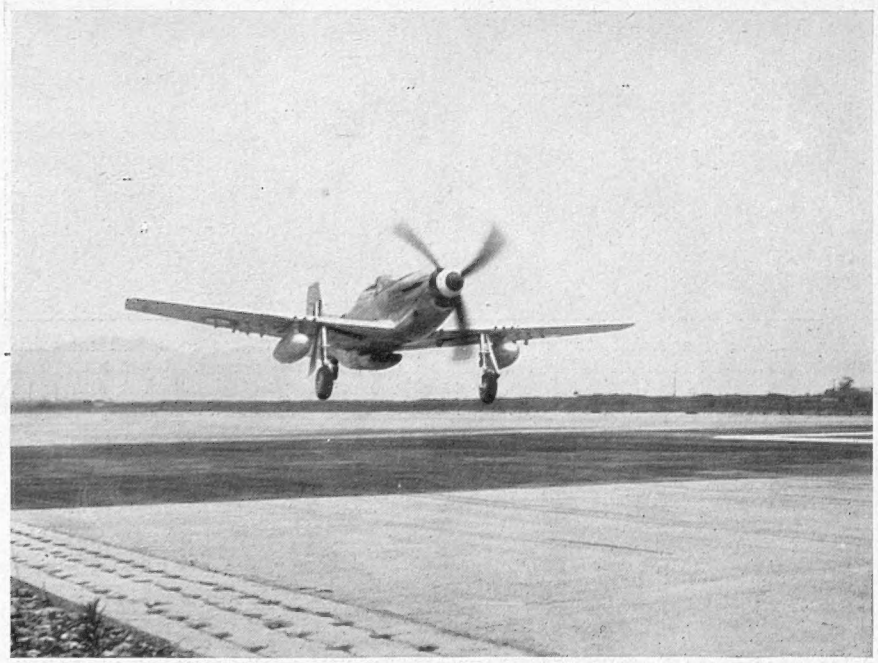
Stung by early American reverses on Korean battlefronts, members of the Senate Armed Services Committee decided last week to call for "all the facts," with key military men serving as the key witnesses. At the same time, W. Stuart Symington became Supreme Chief of the American War Mobilisation Programme. With Congress approval all power and authority of the National Security Resources Board are transferred to him.

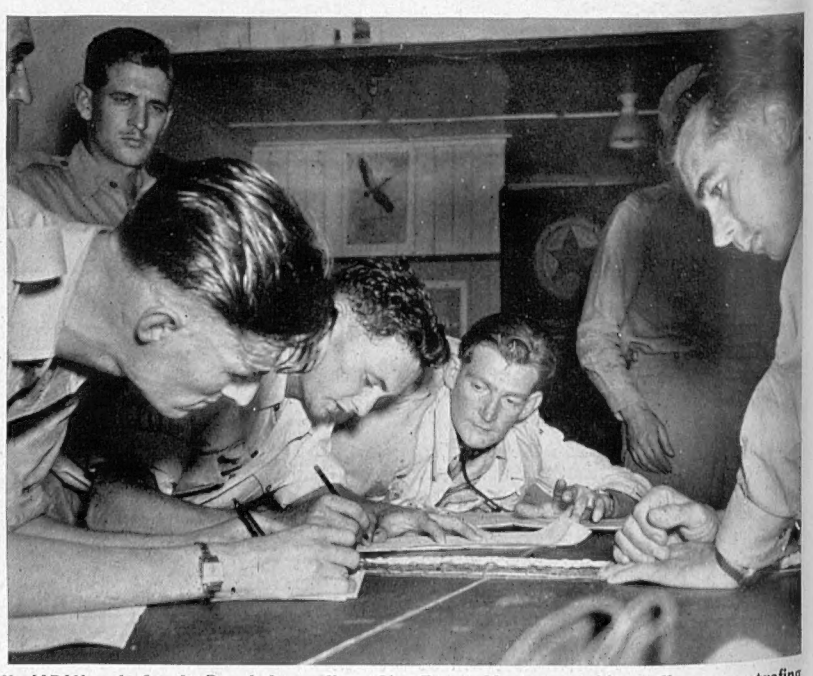
WITH THE AMERICAN ARMY IN KOREA

Infantry and Artillery Go Into Action South of Seoul

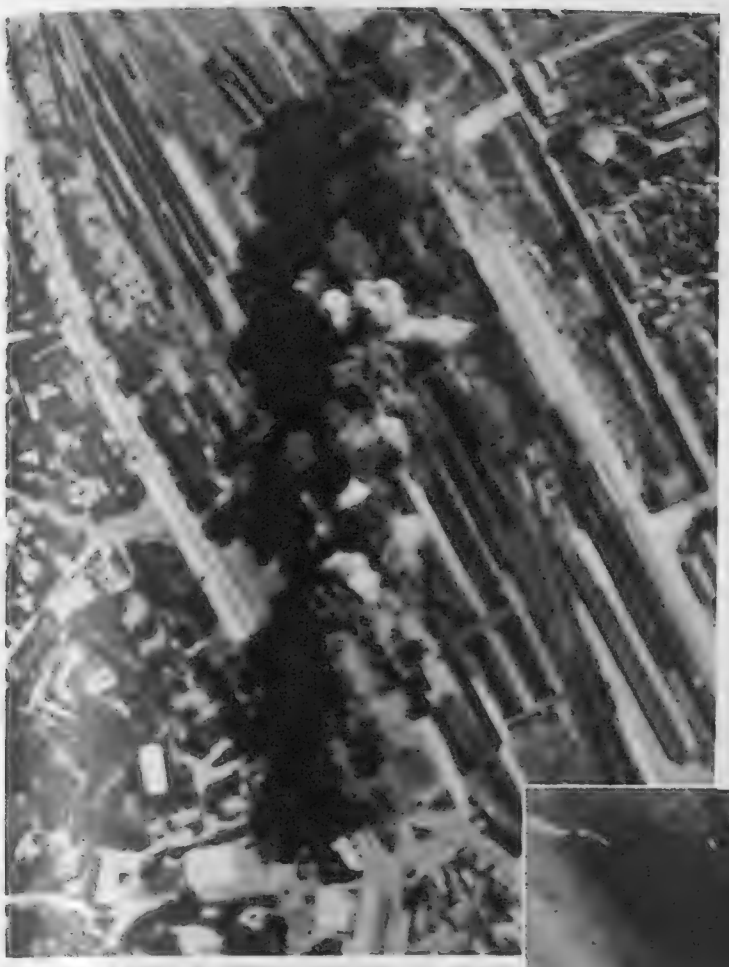
TOO FEW MEN, WITH TOO LITTLE EQUIPMENT, COMMITTED TO ACTION TOO SOON—THIS WAS THE GENERAL VERDICT ON THE FIRST AMERICAN TROOPS TO FIGHT IN THE SOUTH KOREAN THEATRE OF WAR: *Left*—Infantrymen seen during a roadside halt when moving up to engage the North Koreans and to bolster-up the shaky defence of the South Korean Army. *Right*—Colonel Smith, commanding officer of the unit, seen at the wheel of his jeep. Colonel Smith's battalion was one of two which fought an all-night battle against three North Korean divisions heading south along the highway towards the emergency Southern capital of Taejon. It later became known that they were surrounded, but a remnant fought their way out with considerable courage. In these early days the Americans did no more than blunt the force of the North Korean attack, which was supported by tanks of heavy calibre and fire-power. Some of the younger American troops showed themselves distinctly shaky when first committed to battle, but after their initial taste of action some units rallied strongly. The build-up of U.S. power in Korea will take much time, as for every U.S. soldier in the forward area from five to twelve tons of equipment must be brought in, most of it from across the Pacific

AMERICAN GUNNERS ON THE ROAD UP TO THE FRONT AND IN ACTION: *Left*—A unit during a brief halt in the journey from the port of Pusan to the battle area near Taejon. *Right*—a detachment with their 105-mm. howitzer. Half an hour after this picture was taken they were forced to withdraw in the face of an overwhelming North Korean tank attack. The Americans have found the Russian medium 32-ton T 34 tanks formidable adversaries, and except when hit at point-blank range, shells usually glance off the heavily-armoured sloping surfaces. The T 34 tanks have 76-mm. guns, and have wide tracks which give manœuvrability in the muddy Korean terrain. Sixty-ton tanks are also taking part





AUSTRALIAN FLYERS LEND A HAND IN THE KOREAN BATTLE, OPERATING FROM BASES IN JAPAN: *Left*—A Royal Australian Air Force Mustang taking off on a strafing mission to Korea. *Right*—The pilots make their reports on returning to the airfield. The Australian planes have been flying under United States command and in accordance with the United Nations request for all member nations to give aid in the Korean fighting. Britain has been requested to send infantry



AMERICAN B 29'S HIT SEOUL RAILWAY STATION : A concentration of bombs from the 20th Air Force raised this pillar of smoke when it burst diagonally across the tracks in the heart of the former capital of South Korea, now in North Korean hands. Subsequent reconnaissance showed that many railroad cars had been destroyed, and there had been moderate damage to workshops and to the marshalling yards. A large number of North Korean troops were killed or wounded in the attack. All over Korea, above and below the 38th Parallel, American rocket fighters, light bombers and medium bombers have been harassing the enemy. At first they met little opposition, indicating that the North Koreans, with an estimated 150 planes, were confining their combat craft to ground support missions

DIRECT HITS ON A RAILWAY YARD AND A BRIDGE IN THE NORTH KOREAN CAPITAL : This aerial view was taken over Pyongyang, as a combined American and British carrier-borne task force of bombers and rocket fighters scored hits. The British planes were from the carrier *Triumph*

THE AIR WAR IN KOREA

ATTACKS ON BOTH SIDES OF THE 38th PARALLEL

On right—U.S. BOMBS KNOCK OUT BRIDGES OVER THE HAN RIVER : Missiles are seen bursting on the two parallel railroad spans across the river, south-west of Seoul, during an attack by bombers of the United States Fifth Air Force. On the right of the picture is a concrete highway bridge wrecked earlier with high explosives

A SOUTH KOREAN TOWN IS SET ON FIRE : Looking across a paddy-field to burning buildings which were set aflame in a rocket attack. One report stated that Australian aircraft were responsible, but the Australian air commander in Japan denied that any Commonwealth aircraft were in the area. The picture may indicate complete absence of ground liaison during the initial stages of the campaign in Korea. Lately General MacArthur has made vigorous efforts to co-ordinate air attacks with ground operations, and he has ordered F 51 Mustangs to Korea. These very efficient low-level fighters have a combat range up to 900 miles

NOW EXPLORING THE OCEAN BED OFF THE AMERICAN SEABOARD: The United States Naval Hydrographic vessels *Rehobott* and *San Pablo* seen at Woods Hole, Massachusetts, before joining in the multiple-ship survey of the Gulf Stream. Five U.S. ships and one Canadian ship have been covering in this survey a 1,500-mile stretch of water between Cape Hatteras and the Grand Banks of Newfoundland. The survey is under the auspices of the U.S. Naval Hydrographic Office

PROBING THE SECRETS of the GULF STREAM

A Multiple-Ship Survey Off the American Coast

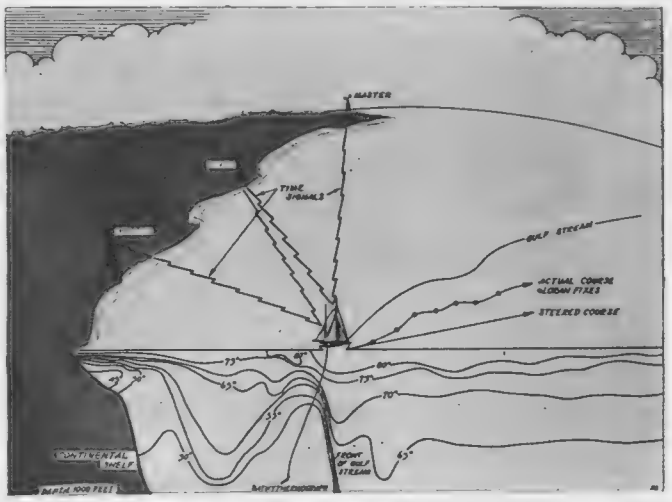
Students of geology have unravelled a great deal of the past history of the earth, but our knowledge of the ocean depths is limited in the extreme, thousands of fathoms of water acting as a natural barrier between the oceanographer and the sedimentary deposits on the ocean floor which have remained undisturbed through millions of years. Both in Europe and America these studies are now being pursued with the aid of modern coring apparatus, while echo-sounders and other equipment operated from the surface are also valuable aids. The present multiple-ship survey in the Gulf Stream area, now being carried out under the auspices of the Hydrographic Office of the U.S. Navy, is already yielding important results, though of a rather different character to those obtained by *Albatross I*, the remarkable Swedish survey ship, which made a highly successful world cruise in 1947-48, taking a whole series of cores from the ocean bed in the Atlantic and Pacific Oceans. One of the principal tasks of the present expedition is to plot the existing course of the Gulf Stream, that celebrated and sometimes wayward warm current which flows westward across the Atlantic to our own shores.

The expedition is organised by the Woods Hole Massachusetts Oceanographic Institution and the U.S. Navy is co-operating by supplying two of the five vessels involved. Countless measurements and intricate soundings are being made as part of the carefully thought-out operation.

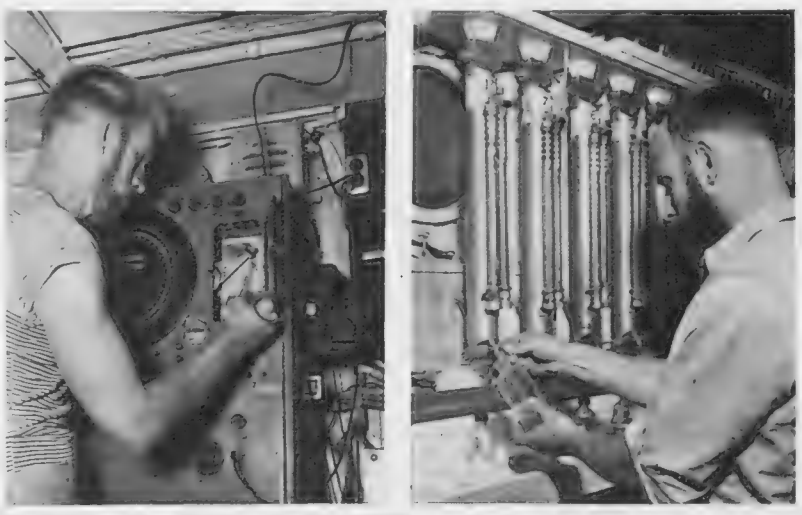
The findings of each ship, moving on a predetermined course as part of the flotilla, are radioed to the headquarters ship and charts are made up recording the pertinent information. From them the exact changes of course of the boats are decided each hour.

Specially-constructed "bottles," each weighing 35 lb. and known as bathyhermographs, are lowered as deep as 6,000 ft. below the surface to collect samples of water. They are then brought to the surface, and the specimens examined for temperature density, salinity, content, etc. Echo-sounders reveal undersea mountains.

New charts already show the remarkable shifts of the current and the latest theory is that the Stream follows or meanders like a huge river between Cape Hatteras and the tail of the Grand Banks, Newfoundland. It has a constantly-changing northern edge which is now being charted.



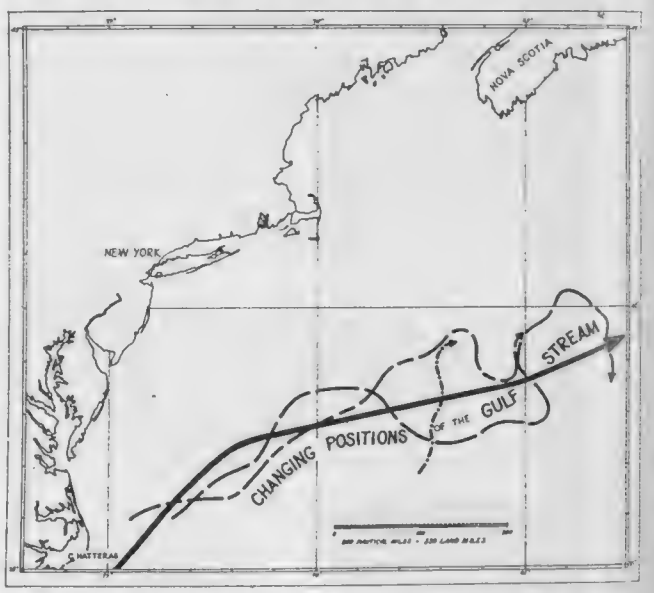
FINDING THE EDGE OF THE GULF STREAM: This diagram shows the method of charting employed on oceanographical surveys. The surface temperatures and sub-surface temperatures recorded with a diving thermometer, known as a bathyhermograph, show the front of the stream. This front can be charted by a number of ships zigzagging along its edge and the use of Loran fixes (Long Range Navigation)



RECORDING THE SECRETS OF THE DEPTHS: *Left*—**A technician in *Albatross III*, one of the vessels taking part in the multiple-ship survey of the Gulf Stream, making notes as an echo-sounder shows traces of a submarine mountain somewhere off the American coast. One line of research aboard *Albatross III* is to discover if the configuration of the ocean-bed influences the path of a current.** *Right*—**Drawing water samples from the Bathyhermograph bottles in the laboratory of the research ship *Atlantis***

THE UNITED STATES FISH AND WILDLIFE SERVICE TRAWLER "ALBATROSS III": The vessel leaving Woods Hole, Massachusetts, to help in the expedition recording secrets of the ocean bed in the region of the Gulf Stream

THE RESEARCH VESSEL "CARYN," A 97-FT. AUXILIARY KETCH: She is the smallest vessel taking part in the Gulf Stream survey



WHAT THE MULTIPLE SURVEY REVEALS: During recent years new oceanographical methods have revealed that the Gulf Stream meanders like a huge river between Cape Hatteras and the tail of the Grand Banks of Newfoundland. The continuous line on this diagram shows the average position of the stream. The broken lines show the constantly-changing northern edge of the Gulf Stream as determined by surface and sub-surface measurements already made during the present survey under the Hydrographic Office of the United States Navy

LOWERING A BATHYHERMOGRAPH: Equipment being put over the side of the research ship *Atlantis* to take samples of water at depths down to 6,000 ft. During the course of a week many hundreds of such samples are taken and each reading is carefully charted in relation to the research ship's position

THE QUESTION OF THE ROYAL EXILES

Brussels Socialists Demonstrate for the Regent Charles and Against King Leopold; The Count of Paris in Paris

LEADERS OF THE BELGIAN SOCIALIST PARTY PARTICIPATE IN A DEMONSTRATION IN THE STREETS OF BRUSSELS: M. Spaak (second from left) and some of his colleagues taking part in the demonstration, which was held in order to express gratitude to the Prince Regent Charles for all that he had done for the nation during the years of indecision over the Royal question. The demonstration very speedily assumed the aspect of an anti-Leopold rally, and at many points along the route there were cries of "Down with Leopold!" M. Spaak, who as Premier shelved the Royal problem repeatedly, has since led the opposition to King Leopold's return.

Charles Theodore Henri Antoine Meinrad, Count of Flanders, was born at Brussels in October 1903, and throughout his life has occupied the limelight on the rarest of occasions, save, indeed, when it has been thrust upon him. A fortnight ago, on what seemed was the eve of King Leopold's return to Belgium, the Count of Flanders received the thanks of the Belgian people for his work on behalf of the nation during the interregnum. The demonstration was organised by M. Spaak and his Socialist colleagues, and as the march through Brussels progressed it took on to an increasing degree the nature of an anti-Leopold demonstration. Speeches made at a big meeting in the Renaissance Grand Place by leaders of the demonstration made it clear that the Socialists wished to prolong the Regency. M. Spaak, in an address, which was later taken to the Palace at Laeken, not only thanked the Prince Regent for his post-war services, but paid tribute to his loyalty to the Allies in joining the Maquis, instead of allowing himself to be deported. To mark the occasion, Socialist newspapers in Brussels recorded in detail the Regent's career, telling how at the start of the war he served as a Colonel in the 1st Regiment of Guides and then joined the Resistance forces.

THE COUNT OF PARIS RETURNS TO FRANCE: The Pretender to the French throne seen on arrival at his temporary residence in Paris. The repeal of the Exile Law of 1886 has made possible the Count's return, and that of all Pretenders, whatever their lineage

THE PRETENDER "EN FAMILLE": The Count of Paris, on his return to his native land, seen with his daughter, Princess Isabelle, his wife, the Countess of Paris, and one of his six sons, Prince François. Many bouquets awaited the Count and Countess when they reached the house in the Rue Constantine where they put up on arrival. Some people left bouquets bearing cards expressing loyalty to the Royal Household and pleasure at the return to France of the head of the family. It is thought that the Count may take up residence at the famed sixteenth-century Château d'Amboise, on the Loire. It has always remained in the possession of the Orleans family. The Count is a son of the late John, Duke of Guise, a grandson of Robert, Duke of Chartres, and a great-great-grandson of Louis Philippe

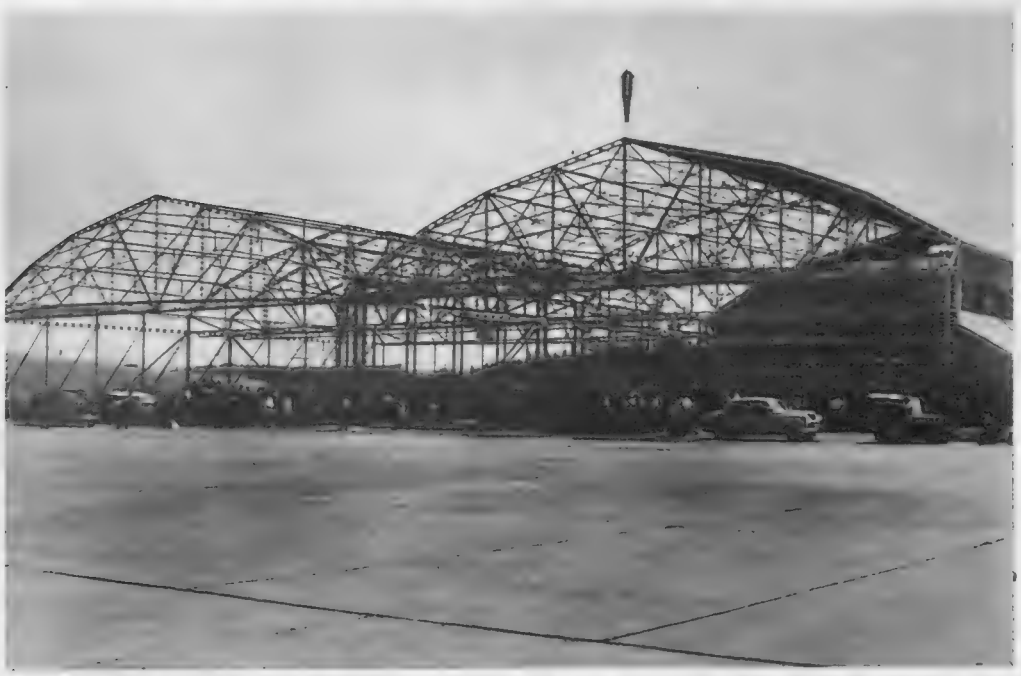
THREE MASSIVE PORTRAITS BORNE THROUGH THE STREETS OF BRUSSELS IN THE SOCIALIST PARTY'S DEMONSTRATION OF THANKS TO THE REGENT CHARLES: First of all came the portrait of the Regent, brother of King Leopold III, then portraits of the late King Albert of the Belgians, and the late Queen Astrid, consort of Leopold III and mother of the Duke of Brabant, the present heir. Apart from occasional shouts of "Vive le Roi!" there were no counter-demonstrations

DUTCH RECLAMATION GOES AHEAD

AND OTHER FOREIGN NEWS IN PICTURES

ANOTHER PHASE IS COMPLETED IN THE STORY OF POST-WAR LAND RECLAMATION IN SOUTH HOLLAND: Crowds looking on as a concrete pontoon, of the type used for the Mulberry harbour in the invasion of Normandy, was brought into position to seal the last dyke on the Isle of Voorne and Putten, which stands near the mouth of the Maas. To mark the occasion, the Dutch flag has been run up on the pontoon. In due course all the water behind the dyke will be pumped out into the North Sea and the land will again be brought back into cultivation

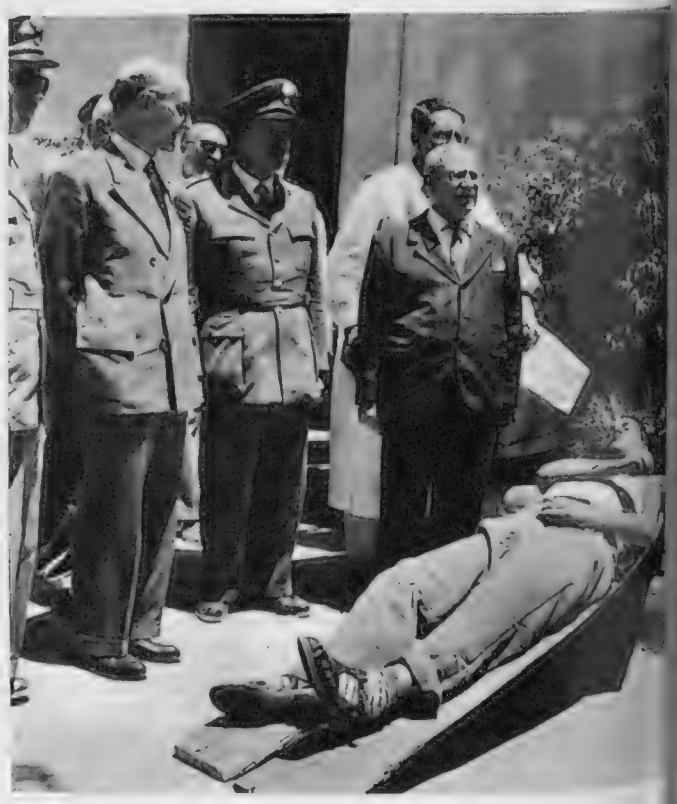
WORK BEGINS ON THE RECLAMATION OF A THIRD AREA OF THE FORM ZUIDER ZEE: A dredger in operation in the Yssel Meer, t remnant of the Zuider Zee which has now become a fresh-wat lake and which is, area by area, being brought into cultivati through the erection of polders and the drainage of the la behind. The progress of land reclamation has gone on in Holland ste through the centuries, and the reclamation of the Zuider Zee is the gr example of this enterprise in the twentieth century. The task was be in 1918, and between 1927 and 1933 the work of sealing off the Zui Zee was completed. The famous inland sea gradually became a fresh-wa lake. By 1930 the first of the four large polders had been construc and when the Second Great War broke out the north-east polder, adjoin the mainland of Friesland, Drenthe, and Overyssel, with an area twice large as the first polder, was dry. During the war the land within t polder began to produce wheat. Now, as this picture shows, work started on a third area, but it will be six years before the new dyke completed and another year after that before any crops can be plant



WILL THIS BE A CROSS-ROADS OF THE MIDDLE EASTERN WORLD? One of the main hangars of the new Beirut airport, which is said to be the world's fourth largest airfield and the biggest in the Middle and Near East. There are two runways, each well over a mile in length and 160 ft. wide. Weather conditions for the airfield are excellent throughout the year, as snow seldom occurs and low cloud is a rarity. In centuries past Syria and Lebanon lay on the great trade routes between East and West. Aviation interests in the Middle East are hopeful that this position may be in a measure regained

ENVOYS OF PEACE FROM THE EAST: Tsunei Kusunose (right), Governor of Hiroshima, and Shinze Hamai (centre), Mayor Hiroshima, being interviewed by a United Press reporter on arr at Gatow Airfield, West Berlin. They had been attending the W Conference in Switzerland, and have since been touring towns and cities Western Germany. Hiroshima's Governor, who was present in the city w the atom bomb fell, told his interviewer that Japan wanted no more "We have had enough," he said. "I pray the fighting in Korea will st

THE END OF SALVATORE GIULIANO—THE SICILIAN BANDIT WHO HELD THE RICHER ISLANDERS TO RANSOM AND LIVED THE LIFE OF A ROBIN HOOD, IS KILLED IN A CHANCE AFFRAY AFTER A MAN-HUNT LASTING OVER FIVE YEARS: The bandit is seen (*above*) after being brought down during his last fight at Castelvetrano. *On right*—Lying dead on a stretcher. Standing before him in uniform is Colonel Luca, commander of the special police and Army force who ambushed and killed Giuliano. The story of Giuliano came into world prominence in 1948, and in the following year 5,000 police and troops were thrown into the battle against this determined killer who knew every inch of the country. By 1948 it was said that Giuliano had 100 murders to his name. Legends about him abound. On one occasion, when Giuliano's sister was married with typical Sicilian pageantry, plain-clothes police mingled with the guests. They had no idea that Giuliano, also disguised, was mingling with the guests too. In 1943 Giuliano started a Free Sicily movement and for a time he enjoyed the support of Sicilian business-men who believed he would prove a bulwark against Communism



THE SALE OF THE PROPERTY OF THE LATE HANS VAN MEEGEREN, NOW ACKNOWLEDGED TO HAVE BEEN ONE OF THE GREATEST ART FORGERS OF ALL TIME: Old pewter, oak furniture and other treasures in the artist's house at Amsterdam, where all his remaining property is to be disposed of in September. On the wall is Van Meegeren's portrait "Girl With a Jar" and a copy of his even more famous picture, "Christ at Emmaus." It was the original of this picture which was "found" before the war in the attic of a house in Paris, and, having been declared authentic by an art expert, was bought for £62,000 and presented by three business-men to the Boymans Museum, Rotterdam. The public flocked to see the picture, and it was not until the summer of 1945, when Van Meegeren was facing trial for pro-Nazi activities, that he admitted his forgery of the painting and, indeed, responsibility for a whole bogus series of seventeenth-century paintings, including six other Vermeers. Van Meegeren died this year, a broken and deeply embittered man

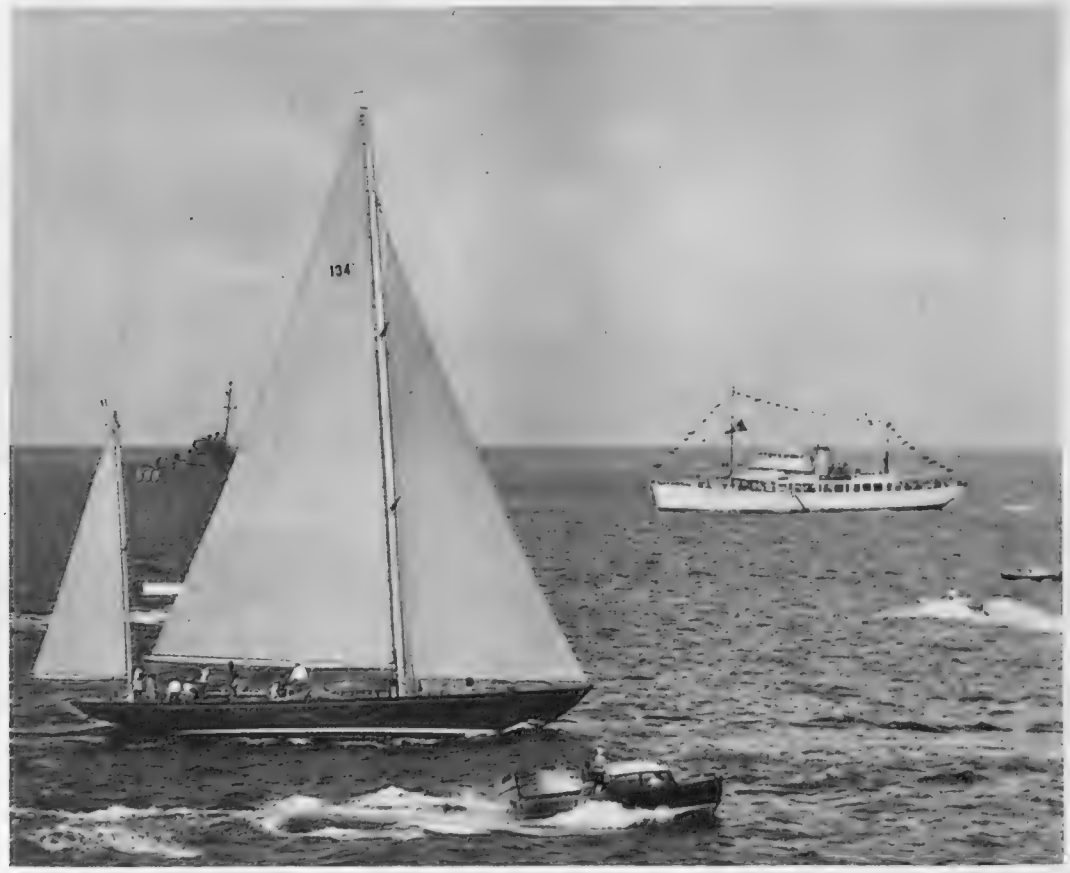
A CANADIAN LIGHTHOUSE INVOLVED IN A MYSTERIOUS FIRE: The lighthouse, ten miles east of Pelee Island, in Lake Erie, burning after an explosion of undetermined origin. The coastguards, who effected a rescue, reported that two men were injured and were removed to Leamington, Ontario

THE SCENE OF THE WORST AIR DISASTER IN THE HISTORY OF AUSTRALIAN AVIATION: Wreckage of the Skymaster *Amana*, flagship of Australian National Airways, which crashed in thickly-timbered country about 60 miles from Perth. The twenty-two passengers and crew of five were all killed except one. Among the victims were the Bishop of the Riverina and the Dean of Newcastle. The machine was on a routine passenger flight from Perth to Melbourne via Adelaide. The only survivor was found near the wreckage, badly burnt and suffering from shock. He said the machine had caught fire in the air

AND NOW THE COLD-WATER WAR! Following the close-down of water-pumps in the Russian Sector of Berlin, German labourers, watched by groups of interested children, began the task of laying a two-mile pipe-line which will supply with water about 50,000 American-Zone Berliners at Neukölln. The disruption results from a breakdown of talks between East and West officials relative to water and electricity normally supplied to Western Berlin from the Soviet Sector. Russian Sector officials demanded greatly increased payments for the public utilities. West Sector officials refused, and said they could supply the city from their own power and water plants

TWO HIGH-SPEED SANTA FÉ RAILWAY STREAMLINERS, SPEEDING SIDE BY SIDE, COLLIDE NEAR MONICA, ILLINOIS: The 90-m.p.h. flyer *El Capitan*, bound from Los Angeles to Chicago, and the 70-m.p.h. *Kansas City Chief*, bound from Kansas City to Chicago, seen after they had lurched into each other just at the moment when *El Capitan* was pulling ahead. The collision occurred at 6.40 a.m. when numerous men passengers were shaving before breakfast. Four of the nine dead were in the washroom of an *El Capitan* coach. About seventy people were injured, and track was torn up for a quarter of a mile. Because of the early hour, rescue work was slow in starting. Some farmers came running with axes and chopped paths to those trapped. The fact that all cars remained more or less upright minimised the disaster

THE START OF THE LONG THRASH ACROSS THE GULF STREAM: Some of the fifty-four competitors in the ocean yacht race from Newport, Rhode Island, to Bermuda setting out over the start-line. No. 75 is *Hother*; No. 46 is *Starlight*; and No. 147 is *Dirigo*. The 635-miles race was one of the most keenly-contested ever, and the fleet of fifty-four, including six British entries, was a record



"BOLERO," THE FIRST BOAT TO FINISH IN THE 1950 RACE, SEEN CROSSING THE FINISHING-LINE OFF ST. DAVID'S HEAD, BERMUDA: Mr. John Nicholas Brown's yawl *Bolero*, longest by a few inches of all the boats competing in the Bermuda contest, covered the distance in an elapsed time of 75 hours 32 mins. and 9 secs., and a handicap time of 75 hours 6 mins. 22 secs. *Bolero's* owner, Mr. Brown, is a former U.S. Under-Secretary of Naval Aviation and a Vice-Commodore of New York Yacht Club

MANNED BY NAVAL CADETS, "ROYONO" REACHES ST. DAVID'S H... BERMUDA: This 71-ft. yawl was second over the line in the ... Formerly *Mandoo II*, the *Royono* was given to the United St... Naval Academy at Annapolis by Henry Ford, Jnr., of De...

"ARGYLL" SLIPS ACROSS THE FINISHING-LINE IN THE EARLY HOURS OF THE MORNING: The 57-ft. yawl, owned by Mr. W. T. Moore, of Oyster Bay, Long Island, seen on her arrival at Bermuda when taking first place in Class "A" (Latifa Trophy) and winning the coveted Bermuda Trophy for the best corrected time of any yacht in the fleet of fifty-four

THE FIRST BRITISH YACHT TO FINISH: The *Gulvain*, a 55-ft. all-aluminium sloop, owned by Mr. John H. Rawlings, of Portsmouth, crossing the finishing-line in the hours of darkness. *Gulvain* finished in eleventh position, only just ahead of Mr. W. T. Moore's *Argyll*

BLUE WATER RACERS

BRITISH AND AMERICAN YACHTS WHICH FOUGHT OUT THE RECENT BERMUDA RACE OVER 635 MILES OF SEA

This has been a great season for ocean yacht-racing enthusiasts on both sides of the Atlantic and, as ever, the big event was the Bermuda race over 635 miles of blue water from Newport, Rhode Island, to St. David's Head, Bermuda. This year *Bolero* won the Decoursey Fales prize for the first yacht to finish, averaging 8·41 knots for the trip. This was very good time indeed, and only second best to *Highland Light's* record run of 71½ hours for an average of 8·77 knots in 1932. *Bolero* defeated all her larger rivals, but the 57-ft. yawl *Argyll* nipped *Bolero's* time by a little over an hour to win the Bermuda Trophy for the best corrected time and the Latifa Trophy to be Class "A" winner. *Argyll* sailed right off the accepted course—a policy which paid handsomely in the closing stages of the race, when a fair wind carried her through to St. David's Head in fast time.

THE ONLY BOAT IN THE FLEET IN WHICH A WOMAN SAILED: The English yacht *Mokoia*, owned and skippered by Major James Murray, of Essex, crossing the finishing-line in a stiff breeze

OVER THE FINISHING-LINE IN HEAVY WEATHER: The 31-ft. British sloop, owned by the Royal Naval Sailing Association and skippered by Lieut.-Commander Errol Bruce, seen off St. David's Head

THE BRITISH YACHT WITH THE FALSE BOW: The 35-ft. sloop *Cohoe*, owned and skippered by K. Adlard Coles, was lengthened by several feet in order to enable her to measure up to the requirements of the Bermuda race. *Cohoe* was shipped to Bermuda at the start of the summer and sailed to Newport for the start of the ocean race. In the race itself she finished tenth in Class "C"

THE SMALLEST YACHT IN THE RACE: The 31-ft. ketch-rigged English yacht *Galway Blazer*, owned and skippered by W. E. King, took fourth place in Class "C." She reached the start-line by way of the West Indies and Bermuda; and after the race was over, prepared immediately for the annual Transatlantic race

PELICAN ISLAND

A VERITABLE FEATHERED KINDERGARTEN ON THE EAST COAST OF FLORIDA

PLAYING PEEP-A-BOO WITH THE PHOTOGRAPHER ON PELICAN ISLAND: Two young pelicans peering out from their tree-top nest on the United States' Government-controlled island bird sanctuary in Florida. The island is situated on the Indian River close to Sebastian

THE FEATHERLESS FLEDGELING OF A PELICAN FAMILY ON PELICAN ISLAND: The feathers of the pelican grow at a later stage in the bird's development. When fully developed the wings of the pelican measure from about 10 ft. to 15 ft. between their tips

THE ONCE-ABUNDANT AMERICAN EGRETS WHICH ARE NOW PROTECTED ON PELICAN ISLAND: These birds are as yet too young to leave their nest in the trees. Many of this species acquire pure-white plumage, and during the breeding season bear long plumes on the lower back

CARRYING FOOD TO THE YOUNG: A pelican returns to its nest in the mangrove trees with its large bill filled with food from the river. The large pouch is used to store the fish, which are taken from shallow pools. It was formerly erroneously believed that pelicans fed their young with their own blood

Flowing parallel for about 100 miles with the east coast of the Peninsula State of Florida is the Indian River, a navigable tidal inlet. Along the river at about two miles off Sebastian is the veritable feathered kindergarten of Pelican Island, its vegetation consisting mainly of mangrove. This island, with its sub-tropical atmosphere, was in 1903 created by President Theodore Roosevelt as the first Federal migratory bird refuge in the United States.

To this six-acre island, during the hatching season, come about 25,000 birds of varying species, with the pelican predominating. Here they rest in complete security under the protection of the U.S. Government. Herons and egrets are also seen on Pelican Island in large numbers, while other bird family visitors include ibises and snakebirds. The pictures on this page were made from close quarters, the photographer climbing many a tree to achieve his object.

THE FOCAL-POINT OF THE FESTIVAL OF BRITAIN : This aerial view, taken from a plane approaching the Thames from the north, shows the progress of work on the site for the Great Exhibition of 1951. On the left of the railway is the £2,000,000 Royal Festival Hall, while in the upstream section is the Dome of Discovery, an ultra-modern piece of architecture which will eventually have an aluminium dome. In the background on the right is the vast roof of Waterloo Station. County Hall can just be seen on the right

FESTIVAL OF BRITAIN PROGRESS

Developments on the South London Exhibition Site

On left—

THE 27 ACRES WEST OF WATERLOO BRIDGE, WHICH WILL BE THE SCENE OF THE GREAT EXHIBITION OF 1951 : This aerial view shows the site as viewed from the east, with the Royal Festival Hall in the foreground on the right and next to it the old Shot Tower, which is being preserved as a feature of the Exhibition. Beside the circular Dome of Discovery, which is 93 ft. high and 365 ft. in diameter, there rises in the background on the left the Pavilion of Natural Resources. On the extreme right of the view is the newly-completed embankment wall between County Hall and Waterloo Bridge. This has reclaimed about 4½ acres of ground from the bed of the Thames. Of all the buildings on the site, only the Festival Hall will be a permanent feature

"MONA LISA," ON AND OFF THE ROCKS

HOW A NORWEGIAN BANANA BOAT, WRECKED NEAR DIEPPE, WAS BROUGHT SAFELY TO PORT

THE NORWEGIAN BANANA BOAT, "MONA LISA," STRANDED ON THE AILLY ROCKS, OFF THE PORT OF DIEPPE: The *Mona Lisa*, a Norwegian motorship of 3,034 tons, trading between the West Indies and France, seen shortly after she was wrecked while outward bound from Dieppe to Schiedamm. The vessel was so badly holed that it was thought at first that she would have to be abandoned, but the Compagnie de Remorquages et de Sauvetage "Les Abeilles" succeeded in refloating her and in bringing her in to dry-dock at Dieppe, using for the purpose a number of flexible lifting units which reduced the *Mona Lisa's* draught forward by 6 or 7 ft. These lifting units, the invention of Mr. Samuel Soden, were rushed from London to Dieppe

HOW THE "MONA LISA" WAS LIFTED TO ENABLE HER TO ENTER THE DRY-DOCK AT DIEPPE: These flexible air-filled lifting units were placed to port and starboard of the bows and reduced the draught by 6 to 7 ft., thus enabling her to cross the sill of the dry-dock during high tide. Great precision was needed to carry this through

EVIDENCE OF THE EXTENSIVE DAMAGE SUFFERED BY THE "MONA LISA" WHEN SHE WENT ON THE AILLY ROCKS, OFF DIEPPE: There were two enormous holes on the starboard and port sides, and only the vessel's very stout construction saved her from breaking in two when on the Ailly Rocks. The whole of the bottom of the ship also suffered considerable damage

HIGH AND DRY ON THE AILLY ROCKS — THE "MONA LISA" AFTER SHE WAS WRECKED AND WHEN SHE STOOD IN PERIL OF BEING BROKEN IN TWO AS SEAS BUFFETED AGAINST HER AT HIGH TIDE: Before she entered dry-dock the salvage officer attached twenty-two harnessed units externally to stabilise the vessel and twenty-two units under No. 2 lower 'tween deck. When the units were inflated the necessary lift forward and stability were obtained, and the casualty entered dry-dock

Light flexible lifting units, which can be rolled up and easily transported by road or rail to a seaport, the invention of Mr. Samuel Soden, played a vital part in the salvaging of the banana boat, *Mona Lisa*, which, towed by powerful tugs from the Ailly Rocks, was given a lift of 700 tons to enable her to enter dry-dock. The inflatable lifting units, each capable of lifting between 15 and 20 tons, were attached near the bows and under No. 2 lower 'tween deck, while ballasting aft, with 2,000 tons of sand and 90 cubic metres of water in the tanks, further aided the lifting of the bows.

The first task was to take the *Mona Lisa* off the Ailly Rocks, where she lay stranded, a derelict hulk it seemed, doomed to be broken up by high seas. It was known that the damage was enormous, as there were two gaping holes to port and starboard. The tremendous damage beneath could at that time only be guessed at.

With the aid of the *Simonia* and *Nereidia*, two tugs belonging to the salvage company, and the *Romulus* and *Jean de Behencourt*, tugs belonging to Dieppe Harbour Board, the stricken vessel was brought into Dieppe. Then, hauled by the stern with the aid of a powerful 12-ton winch, the *Mona Lisa* was drawn towards the dry-dock, where specially-widened keel-blocks were laid down to receive her. The moment chosen for the manœuvre was just when there would be sufficient water to pass over the dock sill. A period of twenty minutes only was available for the task, but all went in accordance with the salvage company's calculations. Large crowds turned out to watch the manœuvring of the vessel, and there was considerable applause when it was seen that she was safe and sound within the dry-dock. After temporary repairs the *Mona Lisa* will be taken to another port for refitting possibly on the French coast or at Oslo, her port of registration

***Below*—HER FATE IN THE BALANCE: The *Mona Lisa* on the Ailly Rocks before salvage operations were begun. She belongs to A/S Titchfield and is registered at Oslo**

THE CHANGING FACE OF BRITAIN

PIMLICO'S GLASS-ENCASED TOWER AND MODERN FLATS : This new landmark rising on the North Bank of the Thames will supply heating for flats on the Westminster City Council's housing estate at Pimlico. The 140-ft. glass and aluminium "skin" has been built round a hot-water cistern designed to provide central heating and constant hot water for nearly 10,000 people in the new municipal flats and Dolphin Square. Some of the flats are seen in this picture and *inset on right*. The water will be kept hot by exhaust steam from Battersea Power Station. It will be pumped through pipes in an existing tunnel under the Thames

SYMBOLISING, PERHAPS, THAT BRITISH OIL INTERESTS ARE NO LONGER IN PAWN TO THE AMERICANS ? These three spherical storage tanks, the first ever to be supplied to an oil refinery in Britain, have just been erected on the site of the huge new Shell refinery at Stanlow, Ellesmere Port, on the Manchester Ship Canal. The tanks measure 35 ft. in diameter, and each holds 140,000 gallons of butane gas stored at a working pressure of 70 lb. per square inch. The £15,000,000 oil-refining plant is now well on the way towards completion, and among its other features is the largest concrete cooling tower in the world. Britain's considerable dependence upon America for petrol and other products of crude oil is at last being eased as Britain's refining capacity is raised. There are several new projects and plant-enlargement plans now in operation in this country, notably at Stanwell, at Fawley, near Southampton (where Europe's largest refinery is being built), at Llandarcy, between Neath and Swansea, and at Corytown, in the Thames Estuary

THE KING AND QUEEN AND PRINCESS MARGARET ATTEND A SPECIAL EVENSONG IN EXETER CATHEDRAL TO MARK THE 900TH ANNIVERSARY OF THIS ANCIENT SEE: Their Majesties in the Sanctuary, where they led a vast congregation of more than 3,000 people, including 500 Devon clergy and a number of visiting bishops

EXETER, 900 YEARS A SEE

THE ROYAL VISIT TO THE CATHEDRAL CELEBRATES THE ENTHRONEMENT OF THE FIRST BISHOP

In the year 1050 King Edward the Confessor and his Queen, Edith, visited in State the Monastery of St. Mary and St. Peter the Apostle at Exeter in order to enthrone the first bishop. The Leofric Missal, in the Bodleian Library, records that ceremony held in the presence of "many men of rank of the English people," and last week, on the 900th anniversary of Edward the Confessor's visit, King George VI went to Exeter with the Queen and Princess Margaret to commemorate that enthronement of the first bishop. They walked in procession behind the sixty-seventh bishop, the Right Rev. R. C. Mortimer, and were announced by a fanfare from the State trumpeters of the Household Cavalry. Their Majesties were then escorted to seats in the recently-restored choir. A few yards from them was the silver cross which had only a week before been stolen and robbed of the brilliance of its precious stones. The incident was a reminder that the original see was moved from Crediton to Exeter so that it would be protected in the walled town from attacks by Danish, Irish and "other pirates" who had despoiled it. After the Cathedral service the King and Queen were told of the progress of Exeter Cathedral's restoration appeal for £75,000 to repair war damage. They then went to the city's ancient Guildhall and inspected plans for re-developing the bomb-damaged city. After spending the night in the Royal train near Bodmin the King and Queen and Princess Margaret journeyed on to Cornwall in order to attend the Royal Cornwall Show at Callington and to tour the Duchy.

THE NEW GOTHIC TAPESTRY COURT AT THE VICTORIA AND ALBERT MUSEUM: This Court has been completely transformed architecturally to make a fitting background for the magnificent series of tapestries, and it has now been opened as one of the Museum's primary galleries. The display is particularly rich in Flemish weaving, for the most part dating from the first years of the sixteenth century. Much of that weaving done in the Low Countries was in wool imported from England

THE GLORY OF GOTHIC TAPESTRY

In the Victoria and Albert Museum's New Primary Gallery

Since the end of the Second World War the Victoria and Albert Museum has steadily been putting its house in order, making its vast collections more comprehensible both to the student of art and the casual visitor. The latest development in the reinauguration of the Great Primary Galleries is the creation of the new Gothic Tapestry Court, some of the treasures of which are displayed on these pages.

The fifteenth century and the first quarter of the sixteenth was the great period of Gothic tapestry, for the Renaissance only influenced tapestry design in France and Flanders after 1515, the year when Raphael's cartoons for the "Acts of the Apostles" tapestries arrived in Brussels to be woven for the Vatican. In this Court are assembled the Museum's collection of large Gothic tapestries, which is particularly rich in Flemish weaving from the first years of the sixteenth century. This is quite fitting, because English policy at that period had generally been to ally with the Netherlands against the French, and a large proportion of the wool used annually on Netherlandish looms, both for cloth and for tapestry, was imported from England. Whilst developing their own manufacture of wool, the English did not succeed in establishing a first-rate tapestry workshop till the seventeenth century, although tapestries were woven in this country.

A YOUNG WOMAN'S EXPERIENCE IN THE SEARCH AFTER MERCY OR FAITHFULNESS: This is part of a South German tapestry of the second half of the fifteenth century. Here every incident is treated individually, and the eye is caught by successive scenes and details. In later tapestries the composition is regarded as a whole, for its total dramatic effect

SUSANNA AND THE ELDERS: This fine Flemish tapestry in wool and s was completed about the year 1500, possibly at Tournai. This is the manner of the very best French high warp weaving as displaye in the Rheims tapestries, but there seems little doubt that it w made in a Flemish city to the orders of Augsburg. The borders inspired by illuminated manuscript margins, a peculiarly German

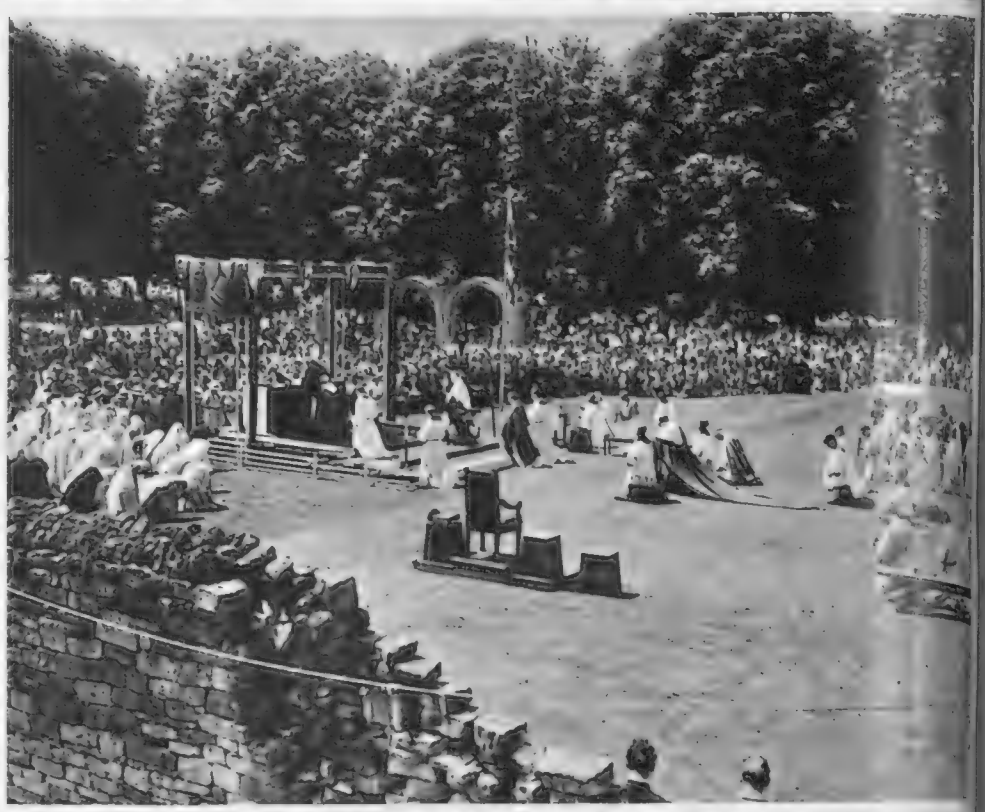
THE TRIUMPHS OF CHASTITY OVER LOVE, OF DEATH OVER CHASTITY, AND OF FAME OVER DEATH: These are the most splendid and important tapestries, on account of their extraordinarily skilful weaving and their rarity, in the Victoria and Albert Museum's collection. Their display behind a wall of glass is an experiment which aims at giving the illusion of their hanging naturally on a wall, not rigid and framed like a picture; at the same time they are safeguarded from the atmosphere. The "Triumphs" derive from Petrarch's fourteenth-century poem, "I Trionfi." The theme of the successive triumphs of Chastity Over Love, Death Over Chastity, Fame Over Death, lent itself to allegorical representation and became immensely popular in the fifteenth and sixteenth centuries. In Petrarch only Love rides on a car, but in pictorial art a car was soon extended to each principal figure, Death usually being represented (as here) by the three Fates. The theme was also a very favourite one for pageants and the publication at Venice in 1499 of an illustrated book, *The Dreams of Poliphilus*, gave it a still wider measure of publicity. There is a magnificent set of tapestries representing the Triumphs at Vienna which is in the style of the late fifteenth century

A SIXTEENTH-CENTURY PASTORAL FROM TOURNAI—THE GAME OF LA MAIN CHAUDE, WITH WOODCUTTERS AT WORK IN THE BACKGROUND: This was long thought to be a French tapestry, but it is, in fact, typical of the school of Tournai. In its direct and homely simplicity, however, it resembles French weaving from Touraine

THE WARSPITE FLOATS AGAIN

AND OTHER PICTURES OF THE HOME NEWS

THE "WARSPITE" FLOATS AGAIN: The 30,000-ton battleship was undergoing final tests for buoyancy at Prussia Cove. It is thought that the towing-off may now be accomplished at the spring tide. The *Warspite* has been on the rocks in Prussia Cove, on the eastern shore of Mount's Bay, since April 1947, when she broke adrift in a gale while being towed to a breaker's yard on the Clyde. She has been undergoing final tests for buoyancy. Salvage men had been pumping air into her and she was clear of the rocks when this picture was taken. The engineer-in-charge considered that the results of the tests were very satisfactory and that preparations could be made for the *Warspite* to continue her journey



HIGH MASS IS CELEBRATED AT HAYLES ABBEY AFTER 411 YEARS: *Left*—Dom Wilfrid Upson, Abbot of the Benedictine Abbey of Prinknash, arrives to celebrate the Mass. *Right*—The scene as Dom Wilfrid Upson conducts the service in the ruined abbey. In the centre, kneeling, is the Right Rev. Joseph E. Rudderham, Lord Bishop of Clifton, who assisted at the celebration. A congregation of 5,000 gathered within the ruined walls of Hayles Abbey, near Winchcombe, in Gloucestershire, for the first Mass celebrated there since it was destroyed in 1539. Forty monks in their white robes from the Abbey of Prinknash travelled the 20 miles to attend the service. They had erected a temporary altar round which the congregation sat in a great circle. After the Mass, clergy, monks and congregation walked in procession along what was once the 340-ft. nave of the church to the famous Shrine of the Holy Blood. It was there that the crystal phial, which was reputed to contain drops of the blood of Christ, was kept until it was smashed by order of Henry VI

SOME OF THE 121 YACHTS WHICH COMPETED IN THE ROUND-THE-ISLAND RACE SEEN AFTER THE START AT COWES: The 52-mile race was sailed in fine weather and the start was a brilliant spectacle: 105 of the yachts were in the 5-25-ton class. The Island Sailing Club's annual race round the Isle of Wight was remarkable for the variety of yachts which ranged from the sixty-four-year-old *Marionette* to new craft, sailing their first race. The race, starting from Cowes, was sailed westwards, through the Needles channel, where competitors were met by light south-westerly wind. The Gold Roman Bowl was won by the 5-ton sloop, *Susmar* (A. C. Walker), with *Phœnix* (C. A. Nicholson) in second pla

REALITY IN FILM-MAKING : Nigel Patrick drives John Cobb's famous world record-breaking Napier-Railton which is being used in a new film, *Pandora and the Flying Dutchman*, in which James Mason and Ava Gardner will appear. The Napier-Railton, named *Pandora* for the film, was built in 1933. Its Brooklands lap record of 143·44 made in 1934 still stands. In the same car John Cobb broke the world's land speed record for twenty-four hours at Salt Lake, Utah, in 1935 and 1936, in the latter year averaging 152·7 m.p.h. The car was last raced in 1938. The above picture shows an exciting moment in the film when an oil-pipe bursts during an attempt on the world speed record. The scene was shot on Pendine Sands where many records were made in the past

AN AMERICAN QUEEN VICTORIA : The occasion when Queen Victoria returned to London after fifteen years' seclusion at Windsor, following the death of Prince Albert, was filmed on the Embankment opposite the Houses of Parliament. Irene Dunne is playing the part of Queen Victoria in the film *The Mudlark*, which is being made from an American novel. The route was lined by 100 officers and men of the Coldstream Guards in full dress. The troops were lent by special permission of the War Office. The "Queen" drove in a semi-State landau, drawn by four greys, and flanked by outriders

CARRYING THE GIRL GUIDES' SCROLL OF WELCOME FROM CUMBERLAND TO OXFORD : The only change-over on the long journey being performed in the centre of Derwentwater. The Cumberland Scroll of Welcome was carried by Guides and Brownies to Oxford, where it will be handed to the Luxembourg representative at the International Girl Guide Rally next Saturday. In the above picture, the Borrowdale Girl Guides are handing it over to the Keswick Troop. The Scroll has been signed by each Guide or Brownie who bore it on the journey

DANCERS FROM SPAIN GIVE AN IMPROMPTU PERFORMANCE IN THE STREET DURING THE INTERNATIONAL EISTEDDFOD AT LLANGOLLEN : Teams from all over the world competed during the week and about 80,000 visitors watched the dancing and listened to choirs at the fourth International Eisteddfod. Spain sent 108 dancers and singers to the festival and the dancers from Saragossa won second prize with 98 marks. The first prize in the male voice contest went to the Glasgow Philharmonic Choir with 271 marks. The Birkenhead Choir was second with 267 marks and the Varsity Glee Club of Purdue, Indiana, was third with 252 marks. A special Eisteddfod service was held in the ruins of Vulle Crucis Abbey, conducted by the Archbishop of Wales

BISLEY ATTITUDES : *Left*—Mr. Elgood displays suitable clothing for the event. *Right*—Mr. A. E. Martin, of Dunblane, demonstrates a firing position in the Whitehead Memorial. He came second with a score of 142 out of 150. Competitors in this event fire fifteen shots at 900 and 1,000 yards. It was won by Major J. A. Crawford, late Royal Scots, with 144. Riflemen from sixteen countries within the Commonwealth gathered for the eighty-first National Rifle Association's meeting at Bisley this month. Well over 1,000 competitors entered for the King's Prize and seventy-eight schools competed for the Ashburton Shield which was won by Leys School. The Queen Mary's Prize was won by Major J. F. Trayden, Royal Marines, with a score of 45 at 600 yards, 41 for fire with movement from 600 to 100 yards, 45 for rapid fire at 300 yards, and 46 for snap shooting at 300 yards

THE BEAUTY OF LOCH TROOL IN THE FORESTRY COMMISSION'S GLEN TROOL NATIONAL PARK: This view was taken from the Bruce Stone. The Glen Trool National Forest Park includes the five forests of Glen Trool, Carrick, Cairn Edward, Changue and Kirroughtree. It covers 110,000 acres and has a number of camping grounds, open to the public, on the large tracts of land which are situated too high for plantation

AFFORESTATION IN GALLOWAY

The Forestry Commission's National Forest Park at Glen Trool

HOUSES FOR FORESTRY WORKERS: These were erected before the war at Burnfoot, near the Cairn Edward Forest. Many more people are now employed in the Galloway forests, which were formerly sheep-grazing areas

THE BRUCE STONE: It marks the site of Sir Robert the Bruce's victory over the English in 1307, which opened the campaign of independence, brought to a close at Bannockburn in 1314

One of the most spectacular developments of the Forestry Commission is in Galloway, where the Glen Trool National Forest Park is situated. The five forests in this area cover 110,000 acres, or more than 170 square miles. The forests of Glen Trool, Carrick, Cairn Edward, Changue and Kirroughtree are of great natural beauty and the National Forest Park at Glen Trool is easily accessible by road and rail. Here there is much unplantable land where facilities are being prepared for campers. The land was bought from the Earl of Galloway in 1939 and includes some of the highest mountains in South Scotland. The Galloway forests were used for sheep-grazing and this was continued during the war years. Now they are being planted up and afforestation is bringing an increasing population to the district. At Kirroughtree only nine or ten people were employed until the planting began. Now some seventy-five are employed, and when the forests and nurseries are in full production 250, with their families, will find work. It is planned to found a village near Glen Trool to house them. The Forestry Commission was formed in 1919 to develop afforestation in Britain. At the end of 1948, 1,477,000 acres had been acquired by the Forestry Fund, of which 916,700 acres are forest land. The remaining 560,300 acres include land classed as unplantable and areas for small farms and holdings for the forest workers.

A PRECISION JOB: Weeding is a never-ending task at the Kirroughtree nursery and must be done with the utmost care not to disturb the seedlings

WEEDING AT THE KIRROUGHTREE NURSERY FOREST: The year-old Douglas fir-trees are carefully tended. The Commission's stocks amount to millions of seedlings

CLASSIFYING THE SEEDLINGS: James McColl, a forester at Kirroughtree, displays some of the indication-boards which are used for showing the source and age of the seedling trees

CRICKET BATS IN THE MAKING: Kirroughtree nursery is growing some experimental willow-trees on damp ground. These are intended for the manufacture of cricket bats and will soon be ready for felling

MOUNDS OF EARTH DISFIGURE THE MIDLAND LANDSCAPE WHERE OPEN-CAST MINING HAS BEEN CONDUCTED ON AN EXTENSIVE SCALE: This picture was taken near the village of Pentrich, on the Duke of Devonshire's famous Pentrich estate, which has been in the family for 400 years and is now being put up for sale. One reason for the sale is the devastation caused by open-cast mining in an estate comprising fifteen farms and small-holdings. The tenants are being offered their properties on favourable terms, just as they were in the recent sale of part of the Harewood estate

THE ENCROACHMENT OF OPEN-CAST MINING OPERATIONS: Looking from the yard of one of the farms on the Duke of Devonshire's Pentrich estate—a view showing mounds of earth thrown up by open-cast mining operations

IN THE LAND OF OPEN CAST

A Derbyshire Estate and Its Future

THE LITTLE VILLAGE STREET AT PENTRICH: Once it was one of the prettiest of Derbyshire villages, and to an extent it remains attractive, but the considerable open-cast operations in the neighbourhood have led to much disfigurement

THIS WAS ONCE A BEAUTIFUL COUNTRY LANE, WITH HAWTHORN HEDGES ON EACH SIDE: Now mounds of earth dominate the scene, and villagers of Pentrich feel that their land has been despoiled. Restoring land thus disfigured is a costly and lengthy business

Open-cast mining was a wartime expedient fully justified by the national emergency, and it has been carried on ever since owing to Britain's dire need for coal. In 1949 a report by the Select Committee on Estimates made it plain that open-cast mining must come to an end not only because open-cast coal had been worked at a loss from the very beginning, the net annual deficit having been as high as £7,000,000 in 1945, but because it is proving a hindrance to home food production and brings about a possible permanent loss of soil fertility. Typifying the conditions created by extensive open-cast mining is the Duke of Devonshire's Pentrich Estate, in Derbyshire, which is now up for sale, not the least of the reasons being because so much permanent damage has been done by this type of mining. The land is also being given up because of the chronic shortage of estate staff, which is further aggravated by the fact that at present the estate is controlled at a distance at Chatsworth. Almost all of the nine larger farms on the Pentrich Estate have been mutilated by open-cast mining, and some of the pictures on this page give an idea of the extent of that mutilation. A once-smiling countryside has indeed been rendered drab.

New Lamps and Old

RE-WRITING VICTORIAN NOVELS

A Pastime with Endless Possibilities By JOHN GORE

SOME EARLY VICTORIAN NOVELISTS.—This is the time of year when I take down from my shelves the well-worn volumes of famous Victorian novels—all save Dickens, whom, alas! I cannot read and never could. And as I read and skip—knowing the plots backward—I am irritated and enchanted, and I constantly harvest new knowledge and fresh surprises.

It is on the face of it an impious idea to tamper with the Classics, to tamper with the genius of men who are still unsurpassed in the sheer art of telling a story, in painting scenery, building up atmosphere and describing scenes of action. But, if I were a skilled novelist of to-day, what a pleasure it would be impiously to lay hands on such writers as Thackeray and Trollope, and with a firm blue pencil eliminate their tricks and preachings and unnecessary sub-plots and irrelevancies by which gratuitously they handicapped their genius for making their fictional characters more flesh-and-blood than living men and women.

What was the cause of Thackeray's determination to insist that his characters were but puppets, since no writer ever took more trouble to get into the skin of his period and make it live again? Why did he revolt against Scott's historical romanticism? Why did he never attempt to grasp Jane Austen's delicate art? Why couldn't he suppress *himself*? Even if he felt that the novelist's mission was to preach morality on all occasions, he could have put one of his characters in the pulpit and suffered his genius for realism to have full play.

And Trollope, who admired him next idolatry, followed his lead, and talented amateurs such as Henry Kingsley carried Thackeray's methods to all lengths. And what talent (almost to greatness) Henry Kingsley revealed! *Ravenshoe* is a good example to choose as a concentrated single example of the faults and virtues of novels of that genre. Its descriptive scenes of action, its country scenes, its characters, are admirable. Its plot, if too elaborate, is adequate. But, by any modern standards, it is a thoroughly bad novel, halting, discursive, irrelevant, carried along to needless length by absurd coincidence and the maddening obstinacy of the hero. And in every chapter the action is interrupted by the superficial commentary of the author on the political events and social tendencies of his day. It survives undated solely on the score of its nobility, its sheer goodness (moral), and its creation of character. But it is quite unreadable without skipping in our day. The author put every possible handicap he could devise against his chance of immortality—and he jumped the lot. For much the same reasons Blackmore's masterpiece *Lorna Doone*, with fewer self-imposed handicaps, survives.

What fun it would be to invite Nevil Shute to rewrite *Ravenshoe*, or Noel Coward to dramatise *The Egoist*, or some skilled lawyer to eliminate that dreadful Bayswater sub-plot from *The Last Chronicles of Barset*. I believe the last operation could be painlessly and easily performed without sacrificing a single word essential to Trollope's main plot. In most of those redundancies and irrelevancies in Thackeray and Trollope, you hear the strident voice of the fortnightly periodical demanding punctually its so many thousand words to fill the allotted space. With Meredith, of course, it is merely a question of language. *The Egoist* needs only to be translated into language endurable or easily comprehensible to readers of to-day.

A Gold-mine of Social History.—But there is this to be said for the Victorian novelist who wantonly watered his eternal verities with topical triviality. He remains a gold-mine for the social historian and for the philologist. Trollope is full of items of peculiar interest to compilers of dictionaries and men interested in phrases, catchwords, labels and nicknames—such as a "Gladstone" for a particular brand of claret—and Henry Kingsley supplies another interesting collection of catchwords and phrases current in the 1850's which posterity often claims to have invented.

A dated novel accurately dates forgotten trifles. I should have put the phrase "I don't think" as probably contemporary with Pélissier's Follies. But on the contrary, it was current in the '50's of last century, and perhaps was born in the trenches near Sevastopol and brought home with cigarettes and a new shape of whisker.

And "All Serene" I should have dated from the '80's, but *Ravenshoe* is clear evidence of an earlier birth. The deader and more dated the novel, the richer the mine of such lore.

No Edwardian female novelist is so dead as Mary Cholmondeley, and none affords richer and more full evidence of the snobbery of that age in its minutest detail in village life and London society.

The "Birth" Complex.—And from the Edwardian back to the early Victorian novelist, you will find very curious and clear evidence that for nearly a century, ending with World War I, "blood and birth" snobbery reached its high-water mark. Up to the Reform Bill of 1832, class distinction was taken for granted and there was no "self-consciousness" about it. But when the Middle Classes began to "gate-crash" Privilege, the urge arose to justify one's "gentility," and so for seventy years or more you get that dreary insistence on "birth and blood" throughout the novel of manners, and often as a hinge of the plot. Trollope put the argument in the mouths of many of his characters, when he did not set it forth himself from his pulpit.

For example, Miss Marrable (*Vicar of Bullhampton*):

"Miss Marrable thought a good deal about blood. Rank to her was a thing quite assured. . . . She always addressed an attorney as 'Mister,' explaining that an attorney is not an 'Esquire.' The son of a gentleman, if he intended to maintain his rank, should earn his income as a clergyman, barrister, soldier or sailor. She would not absolutely say that a physician or even a surgeon was not a gentleman . . . but brewers, bankers and merchants were not gentlemen. . . ." What says the banker of 1950? The distinctions were very nice indeed. It was possible to be "gentlemanly" without being "a gentleman." The whole plot of *Ravenshoe* turns on that. Charles is suddenly informed that he is not the son of the Squire, but of a very gentlemanly gamekeeper. He flies from the world like a condemned leper or criminal, leaving his sweetheart pining and half-a-million of money which is his if only he will leave an address. He is a "birth-and-blood" snob and (as the cat jumps) it was, anyway, all moonshine. And, "*Merciful God, I 'm illegitimate*" is the hinge of a dozen plots of the novel of manners from early Victorian to late Edwardian times. I admit it would be nasty—that sudden discovery—if it cut off one's assured income, as well it might. But in these plots it seldom did. It was the birth complex only that shattered Charles Ravenshoe and Tempest and the rest. It 's curious. With my hand on my heart, I declare that if to-day I found something fishy in my forebears' marriage lines, I couldn't care less, if it didn't entail my little inheritance. Nor did it matter before 1832. Luttrell, wit and bastard, was superbly selective as to the great houses he patronised, and Thomas Creevey positively swelled with pride when at last he learned that he was the bastard of a disreputable peer.

NOW UNDER THE PROTECTING ARM OF GOVERNMENT: The Minister of Town and Country Planning recently confirmed a Tree Preservation Order for these trees standing in the grounds of Wootton Church, in the Leith Hill area, Dorking and Horley Rural District. The trees surround the small thirteenth-century church of St. John, which is closely associated with the diarist John Evelyn, and they form a setting of great natural beauty. A Tree Preservation Order means that no lopping or cutting-down can take place in the area covered by the Order without previous consent being obtained from the Local Planning Authority

On right—

THE STONE SPIRE IS BULGING OUTWARD AND INWARD: The Church of St. Mary, Brading, Isle of Wight, is in danger, and an appeal for funds has been issued in the hope that the present deterioration can be stayed. This exterior view shows the dangerous spire and (in foreground) the Oglander Chapel, which was added to the church during the fifteenth century and is the chapel of the Oglander family, who have lived nearby at Nunwell since Norman times

PLANES of WAR and PEACE

Fighters, a Freighter, and an Air-liner in the Aviation News

AMERICA HOLDS SINGLE-SEAT JET-PROPELLED FIGHTERS IN READINESS FOR THE DEFENCE OF THE AMERICAN NORTH-WEST: Aircraft of the 81st Fighter Interceptor Group seen at Moses Lake Airfield, Washington, after being assigned to defence of key cities in Washington and Oregon. The F 86 is claimed to have a top speed of 670 m.p.h. and achieves maximum efficiency when operating at high altitudes

THE BIGGEST PLANE IN THE U.S. AIR FORCE, WHICH MAY BE USED TO FERRY TROOPS ACROSS THE PACIFIC: The Xc 99 rising into the air during modification trials at San Antonio, Texas. This machine, a sister-ship to the famous B 36 bomber, using the same wings, power plant, landing gear and tail unit, can accommodate a maximum of 400 armed troops, 100,000 lb. of freight or 300 stretcher-cases

NOSE- ...N THROUGH PATCHES OF SUN-FLECKED CLOUD: A Gloster Meteor VIII j...ghter making a spectacular and over-the-vertical dive. The Meteor VIII r...tly wrested the 1,000-kilometre closed circuit international speed r...d from the United States at the first attempt. The plane's ...ge speed exceeded 510 m.p.h. over a distance of about 625 miles

THE FLAGSHIP CALLED "HANNIBAL"—THIS HANDLEY-PAGE HERMES IV WAS NAMED AT LONDON AIRPORT BY LORD PAKENHAM, MINISTER OF CIVIL AVIATION: She is the flagship of the first fleet of British aircraft since the war to be designed specifically as air-liners. The name Hannibal commemorates one of the most famous British air-liner types of the period between the wars. This was one of the two versions of the H.P. 42 biplane, and was introduced on the Empire services in 1930. The first four-engine air-liner in the world, it achieved a remarkable reputation for safety and reliability. B.O.A.C. will introduce the Hermes IV initially, about the end of this month, on its service from London to West Africa. During August and September it will go on the London-Cairo service and the East African route to Nairobi, and about mid-October it will replace the Solent flying-boats (the last on B.O.A.C. services) on the Springbok service between London and Johannesburg, flying three times weekly in each direction. Early next year the Corporation plans to operate it to points in the Persian Gulf area, at present served by Argonauts. The Hermes IV can carry forty passengers, twenty in each cabin. Powered by four Bristol Hercules 763 engines, it has a maximum speed of 275 m.p.h. The all-up weight is about 36 tons, but tests are being conducted with a view to raising it by a further 4,000 lb. The Hermes IV has a nose-wheel undercarriage and is the first large British civil aircraft to incorporate a pressurization and air-conditioning system with humidification and refrigeration

1. GENERAL BRADLEY GETS THE MEN FOR THE KOREAN WAR : The U.S. soldier who recommended conscription

2. ZARUBIN IN LONDON DEADLOCK : The Soviet Ambassador leaving after discussing the Austrian Treaty

3. A GRIM AND DETERMINED EISENHOWER : He favours an all-out fight against the Russian propagandists

4. ATOM EXPERT LEAVES FOR AUSTRALIA : Professor M. L. Oliphant sets sail in the liner *Orcades*

5. THE NEW ISRAELI ENVOY IN LONDON : Mr. Eliahu Elath, former Ambassador in Washington

6. WRENS' NEW CHIEF : Miss Mary K. Lloyd, new Director of the Women's Royal Naval Service

PEOPLE: PERSONALITIES IN THE WORLD'S HEADLINES

1 and 3. THESE TWO U.S. LEADERS OF THE SECOND WORLD WAR ARE IN THE LIMELIGHT : General Omar Bradley is chairman of the Joint Chiefs of Staff which recommended to President Truman the necessity for introducing conscription to strengthen American armed intervention in Korea. Those who will go into service first are men of twenty-five years of age who are classified as 1-A medical category. The next inductions will be made from the twenty-four-year-old group. General Eisenhower, who was General Bradley's immediate chief in the Normandy operations, was one of those who appeared before a Senate Foreign Relations Sub-Committee considering the question of a vast expansion in every field of United States propaganda abroad. General Eisenhower indicated that the Soviet Union was having a success with its story that the American effort to rescue the Republic of Korea from Communist assault was actually "a step in Imperialism." General Eisenhower suggested the creation of "a General Staff of a new kind." The staff would be headed by "some great American," and would take in hand every phase of ideological warfare, directing it, of course, on a wholly non-partisan basis.

2. THE AUSTRIAN TREATY DEADLOCK : Mr. Zarubin, the Soviet Ambassador in London, appeared at the 256th meeting at Lancaster House of the Deputies of the Foreign Ministers on the Austrian Treaty. He repeated on this occasion the former allegations of the Soviet Government which charged the three Western Powers with violating the Trieste provision of the Peace Treaty with Italy. Mr. Zarubin argued that so long as these violations continued, there could be no guarantee that the Western Powers would not similarly violate the Austrian Treaty. It was eventually agreed that the Deputies should meet again on September 7, subject to the agreement of the Soviet Government, to whom Mr. Zarubin would refer the matter.

4. BOUND FOR CANBERRA : Professor M. L. Oliphant, one of the world's greatest atom experts, recently left Tilbury aboard the liner *Orcades* for his native Australia to become Director of the Research School of Physical Sciences, Australian National University, Canberra. Accompanying him were his wife and two children. Professor Oliphant was one of the British scientists who worked on the atom bomb in the U.S.A. in the last war, and led the research team which gave radar to the Allies. He has been directing at the Nuffield Physics Laboratory construction of a giant synchrotron, used for atomic research. Since 1937 he has been Professor of Physics at Birmingham University. Though he said it was a "great wrench" to tear himself away from work on the British synchrotron, he said he hoped to have a task of similar importance in Australia.

5. A NEW PERSONALITY AMONG LONDON'S DIPLOMATIC CORPS : Mr. Eliahu Elath, who until lately has been representing Israel in Washington, now comes as Envoy to the Court of St. James's—if anything, a post of greater importance. He is a close friend and lifelong admirer of Dr. Chaim Weissman, the first President of Israel.

6. WRENS' NEW CHIEF : Miss Mary K. Lloyd, O.B.E., who joined the service as a steward and washed dishes in an officers' mess eleven years ago, is to be the new Director of the Women's Royal Naval Service, with effect from November 22, 1950. She will succeed Dame Jocelyn Woollcombe. Miss Lloyd, whose home is at Hayling Island, Hants, saw service as a motor driver and writer while a rating. After officer's training, she became Chief of Wrens at the R.N. Barracks in Chatham, in 1942. In 1944 Miss Lloyd—as Chief Officer—took command of Wrens throughout the West of Scotland, moving to the Portsmouth Command in 1946. She became subsequently Assistant Director, and later Superintendent, of the W.R.N.S. Miss Lloyd was educated at Ursuline College. She was awarded the O.B.E. in 1946.

7. MR. MUNCASTER'S ONE-MAN SHOW : This month Mr. Claude Muncaster is holding a one-man show in the Fine Art Society's Galleries in London, and when this picture was taken he was selecting canvases for the big event. Mr. Muncaster, who is a son of the distinguished painter, Oliver Hall, R.A., changed his name by deed-poll in 1946. He first exhibited at the Royal Academy in 1919, and held his first one-man exhibition at the Fine Arts Society nearly a quarter of a century ago. During the war, as a Lieutenant-Commander in the Navy, he acted as adviser to the Admiralty on the camouflage of ships at sea.

8. THE NEW JUDGES : Mr. Justice Barry and Mr. Justice Donovan, the two newly-appointed Judges of the High Court, last week visited the House of Lords for the swearing-in and took the oaths of office and allegiance before the Lord Chief Justice and other Judges of the King's Bench Division. Mr. Justice Barry is a former Recorder of Oldham. He is a son of the late Redmond Barry, Lord Chancellor of Ireland from 1911 to 1913. Mr. Terence Donovan is the former Labour M.P. for East Leicester. Last Saturday it was announced that both judges were to be knighted.

7. PREPARING FOR HIS ONE-MAN SHOW : Mr. Muncaster in the studio of his home at Petworth

8. TWO NEW HIGH COURT JUDGES SWORN IN : Mr. Justice Donovan and Mr. Justice Barry leaving the House of Lords

ON THE STAIRWAY OF THE CRUSH-BAR : Members of the New York City Ballet Company and guests of the ballet at the party which was held at Covent Garden after the first European performance by the company, when the six-weeks programme opened with *Facade*, *Age of Anxiety* and *Symphony in C*

BALLERINAS RELAX AFTER THE SHOW : Barbara Bocher (right), the fourteen-year-old member of the New York City Ballet Company, and two of her colleagues at supper in the crush-bar at Covent Garden following their first-night performances

NEW YORK CITY BALLET IN LONDON

THE FIRST NIGHT AT COVENT GARDEN

On July 10 the New York City Ballet, that fast-growing product of the School of American Ballet and of the partnership of George Balanchine and Lincoln Kirstein, made its European debut at the Royal Opera House, Covent Garden, and among those who applauded from the auditorium were Margot Fonteyn and Moira Shearer, Britain's leading exponents of the ballet. The repertory includes a number of ballets which are being presented in Europe for the first time, among them Balanchine's revival of Marc Chagall's *Firebird*, and Stravinsky's fine ballet *Orpheus*, which America first saw in 1948.

THE YOUNG TORONTO DANCER, MELISSA HAYDEN : When Maria Tallchief injured herself on the opening night, Miss Hayden stepped into the breach, giving a superb display of dancing

CUMMERBUND FASHION NOTE AT THE PARTY IN THE COVENT GARDEN CRUSH-BAR : Miss Harriet Talbot wore on the opening night of the ballet a pretty pale-blue dress with a large and unusual waistline

TWO PROMISING YOUNG MEMBERS OF THE NEW YORK CITY BALLET : Kay Sargent and Barbara Foster (right), of Brazil. Miss Foster, a dark Southern beauty of considerable talent, only recently joined the New York company

MOIRA SHEARER TAKES SUPPER WITH HER HUSBAND AT COVENT GARDEN : She was one of several Sadler's Wells dancers who went to the Opera House to applaud the American exponents of ballet, whose style is so markedly individual

The World of Books—By VERNON FANE

NOVELS WITH THE ACCENT ON VIOLENCE

Graham Greene's "The Third Man": Henry Von Rhau's "Pass the Tambourine"

MR. GRAHAM GREENE calls THE THIRD MAN AND THE FALLEN IDOL (Heinemann. 9s.) "two entertainments," which, as visitors to the cinema will know, is exactly what they are. Apparently it all started when Mr. Carol Reed suggested that Mr. Greene should collaborate with him on a film of *The Basement Room*. "It seemed to me that the subject matter was unfilmable—a murder committed by the most sympathetic character and an unhappy ending," writes the author of that brilliant short story. The equally brilliant film director thought differently and the film was a great success. So when it was suggested that Messrs. Greene and Reed should collaborate on another film, Mr. Greene records that he had nothing more to offer than a paragraph scribbled on the flap of an envelope many years before telling how a man, walking down the Strand, suddenly saw passing in the crowd his greatest friend whom he had seen buried only a week before. Transplanted to Vienna, this became *The Third Man*. Mr. Greene states flatly that it was never written to be read but only to be seen, and we can only guess that the spectacular success of the film has forced this, the original version, out of him to be added to his other "entertainments." We can be grateful, because it reads well and serves to sustain our belief that this author simply does not know how to write badly. It also sheds some light on that genius of the motion pictures, Mr. Carol Reed, to whom this whole book is justly the most generous and gracious of gestures.

Miss Kathleen Winsor, who, to judge by her photograph, is a very beautiful author and who once wrote a very popular historical novel, has written a book about a very beautiful author who writes a very popular historical novel, but, she tells us, "it is in no sense autobiographical." STAR MONEY (Macdonald. 12s. 6d.) will nevertheless seem to many readers a *roman à clef*, if nothing more intimate, and all the better reading for that. For myself, I found it readable but monotonous, and at one point no more than a catalogue of conquests, for having written the book and watched a million copies of it sell, the author turns to the serious and equally successful pursuit of men. It is wartime, and her husband goes overseas with the U.S. Navy, while she is left in New York, a lone and unprotected woman with nothing to do but spend thousands and thousands of dollars, talk to her agent and beguile a series of good-looking young men, each hardly distinguishable from the next. It is an encouraging sign and—who knows?—a portent of maturity in Miss Winsor's writing, that when the husband comes back from the Pacific he decides to leave the young woman, not because of her infidelities, which he ignores, but because she is just Too Much for him. Or, just possibly, because she bores him. Your guess is as good as mine.

Mr. James M. Cain shows us the American scene too, but without the money or the stars, in one of his peculiarly, almost brutally forceful novels, THE MOTH (Robert Hale. 10s. 6d.). In his story a tough young man who graduates from singing in the choir to football, thence to work in a hotel and thence to a long stretch of years as a tramp, finally makes good and rediscovers the girl he had been in love with when she was twelve and he was twenty. Their ages had then been their problem, as one may easily understand, but after ten years or so, ages seem to telescope as much in fiction as in fact, and there is now no objection to the runaway marriage they choose, particularly since the man has become a successful operator in the oil business. The parts of this vigorous, slangy book that interested me most, however, were nothing to do with romance, but with the existence on roads and railways, in sheds and lean-tos and in the open air, of the vast number of hoboes who existed during the worst years of unemployment, in the slump of the '30's. The picture of these men, and their life of danger and near-starvation and boredom, is memorable.

PASS THE TAMBOURINE (Constable. 10s. 6d.) takes us back to New York but nowhere near Park Avenue or publishers' pets. Mr. Henry von Rhau writes about the lower East Side, and a group of small racketeers who, in their more amiable moments, keep pigeons on their roofs and in their more demonstrative throw bottles at each other or jump through closed windows. This is a book about violence, violently written, and therefore somewhat overwhelming. It has double-crossing, political corruption and assorted skullduggeries to enliven it, and it even has a certain wry humour from time to time, but it is not the novel to take on a rest cure or a quiet week-end.

PARISIAN POETS AND WOULD-BE POETS HOLD A FAIR: One of the stallholders announcing her wares in the Place des Vosges, famed for its associations with Victor Hugo

CHINESE WHITE (Falcon Press. 9s. 6d.) is written in a different mood, a different tempo and as different a setting as can well be imagined, and yet both books have their own merits in their own rights. Mr. Burgess Drake writes of Chungking in wartime, and of an officer in the British Intelligence Service who meets a little dancing-girl from a local theatre, with whom he forms a friendship as innocent as it is enchanted. Against a background of spying and counter-spying, and of hours and weeks wasted in frustrating negotiations, their little story is played out, its simplicity all the more effective for the dark convolutions behind it that threaten and finally bring it to a tragic end.

Although Maria-Luisa Bombal's novel is set in Chile and has its quota of haciendas and horses, it is expressed in such dreamy terms that it might take place in any imaginary borderland country far beyond the stars. It opens with a dead woman lying on her bed, dressed in a white satin dress or shroud, ready for her funeral, but in a dreamlike way, again, she is still aware of the people surrounding her, and as they carry her, now in her coffin, to the cemetery, she goes through the years of her life in retrospect. It is a melancholy device and most of her story is an unhappy one, so that I cannot really recommend THE SHROUDED WOMAN (Cassell. 8s. 6d.) for your reading unless by chance you, too, are in the elegiac mood.

Mr. Ramon J. Sender's THE SPHERE (Grey Walls Press. 10s. 6d.) deals in metaphysics, and it is not always simple to follow the author through the digressions that he evidently has felt necessary to the building-up of his theme. This is variously expressed by the principal character as: "Through knowledge to a growing ignorance," or "The substance of science is the same as that of ignorance, except that the first has been passed through the filter of proof." Or, more prosaically, "Very annoying, this business of not knowing who I am and yet being fatally condemned to be everlastingly me." The word "high-falutin'" did just cross my mind . . .

THE ODDS AGAINST US (MacGibbon and Kee. 9s. 6d.) is announced as the first war book written about the Second World War by a German who fought against us, and it is an account of the adventures, physical and intellectual, of a group of German soldiers who are captured, not unwillingly, by the Americans during the Italian campaign and shipped to prison camp in America. Here, to their keen disappointment, they find that they are not to share in any of the advantages of living in a kind of promised land, but are herded together, irrespective of political leanings, and simply as German prisoners. Mr. Hans Werner Richter may just possibly have been brought up on *All Quiet on the Western Front*, for there are obvious traces of that best-seller in his style, but his novel is a long way behind it in its expression of the real pity and terror of war

There are two really good detective-stories this week, and they are as different from each other as calcium from Camembert. First, the English one by Mr. Delano Ames, DEATH OF A FELLOW-TRAVELLER (Hodder and Stoughton. 8s. 6d.), as bright and lively a story as could possibly be concerned with the murder of a disagreeable character, and full of excellent quips. There is a plot, too, I would add, and it has the virtue of being ingenious without over-complication—an advantage that should not be underestimated in this kind of work. A young married couple, for want of something better to do, or because the alternative looks dangerously like work, constitute themselves amateur sleuths when there is a death in the Cornish village where they are staying, and, using all the wrong methods and following all the false leads, come somehow to the truth. Mr. Ames writes brightly and incisively

THE END IS KNOWN (Heinemann. 8s. 6d.) is a crime novel by a new American writer, Mr. Geoffrey Holiday Hall, and it is interesting rather than exciting. It is also very good indeed. An unknown man comes to call at the New York apartment of a rich industrialist, to ask for some help which he never specifies before he leaps to his death through an open window. That is the evidence of the wife, who has interviewed the man in her husband's absence, and there is no reason to doubt it. The husband, though, is so disturbed by the bizarre horror of this death that he starts his own line of inquiry which ends in both the truth and his own death at the moment of discovery. There is nothing tentative or fumbling about the treatment of this theme, such as one might have expected in a first novel.

GAUGUIN AND MANET

Two Once-reviled Artists of Genius

Paul Gauguin (1848-1903), who was driven by his hatred of civilisation to voluntary exile in Tahiti and the Marquesa's, where the strong luxuriance of the South Seas inspired his art, and Edouard Manet (1832-83), a rebel against all the conventions of academic art, whose work dazzled the eye with brilliant but subtle effects of light, are now recognised as having been two of the greatest painters of the nineteenth century, although the storms which beat around them in their own day, when they were ridiculed alike by the crowd and by the expert, are not wholly forgotten. These two, so different in approach and technique, provide the subjects for two magnificent art portfolios, each published by Ernest Benn at 25s., GAUGUIN, with an Introduction by Jean Taralon, and MANET, with an Introduction by Douglas Cooper. The first volume concentrates for the most part on those works which reflect the brooding disquiet of Gauguin's canvases. Fear prowls through the thick undergrowth. "Everywhere invisible presences can be felt," writes M. Taralon in his introduction to these works of a tragic genius who was spared nothing in the agony of his last years, when he was abandoned by all and his fierce pride was beaten down. Manet's was a happier life, and his work lacked emotional subtlety compared with that of Gauguin, but the sixteen pictures in this second portfolio, each superbly reproduced, are enough to indicate that here is one of the finest natural painters the world has ever known. Many will wonder on seeing Manet's famed odalisque, "Olympia," just why it engendered so much critical venom when it first appeared before the public. Its claims as a masterpiece now seem to be so obvious, its technical excellence so assured.

Charles Graves is irresistible when he writes about houses with twenty bathrooms and 100 gardeners, and those who know his grand manner would not be content without the mixture as before. In ITALY REVISITED (Hutchinson. 16s.), Mr. Graves is a companionable guide, and he certainly extracts a great deal of interest from his journeyings, which he is well able to pass on to his readers. An author, however, who is willing in France to patronise a restaurant which has the audacity to charge £3 for a bottle of local wine is not one we would all care to follow on the long trek to Italy. The pilgrim path to Rome can be an expensive business in Mr. Graves' company.

From the same publishing house, but in rather different vein, is Laurence Scarfe's ROME (Hutchinson. 12s. 6d.). The author, a member of the younger generation of artists, has produced a scrapbook of impressions of the Eternal City. It is essentially a leisurely personal record enlivened by a series of vivid line drawings by the author.

John Hayward seeks to deflect criticism in his introduction to his anthology, NINETEENTH-CENTURY POETRY (Chatto and Windus. 6s.) by saying that an anthology is such an easy target that it is scarcely worth shooting at. Having glanced hastily through the volume to see that Matthew Arnold's *Dover Beach*, George Meredith's *Modern Love*, and one or two other old favourites are there, this reviewer, at any rate, is prepared to acknowledge that Mr. Hayward's selection is beyond reproach, although asking why in the first place he set himself so defiantly on the defensive. Also appearing at the same time in the Phœnix Anthologies is E. V. Knox's HUMOROUS VERSE (Chatto and Windus. 6s.). Here the compiler takes a refreshingly belligerent attitude towards his readers, admitting a certain degree of ruthlessness in selection, which, of course, implies that his personal preferences have had a fairly free rein. The result is delightful.

Alan Hodge, who writes the introduction to the Novel Library edition of Ivan Turgenev's FATHERS AND SONS (Hamish Hamilton. 6s.), emphasizes the alchemy of this great Russian writer of the nineteenth century, who had the power from first page to last of arousing and maintaining the sympathy and curiosity of his readers. The central character of *Fathers and Sons*, the iconoclastic Bazarov, remains as stimulating a personality as ever, although the fires of controversy which he once aroused have long since died down.

Horses with knowing winks and nasty leers, and necks arched out of all proportion, tend to mar many of the illustrations in Major R. M. Barnes' A HISTORY OF THE REGIMENTS AND UNIFORMS OF THE BRITISH ARMY (Seeley, Service. 30s.). Nevertheless, it is a well-compiled work of reference, and much attention has obviously been paid in depicting uniforms with accuracy.

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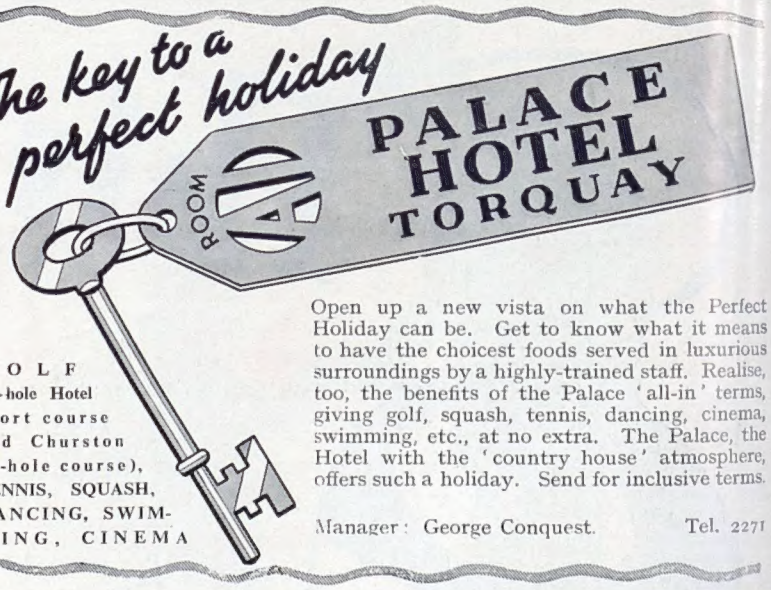

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HIGHWAYS AND HIGHWAYMEN John Cottington

He robbed a dictator—but spared his subjects

John Cottington, more commonly known as Mull-sack, hated Cromwell so much that when he received intelligence about a convoy of twenty horse and a wagon of gold to pay the soldiers at Gloucester and Oxford, he and five or six men ambushed the convoy and actually defeated the troopers. Several passengers who had travelled with the convoy for safety feared the loss of their own possessions, but Mull-sack told them that "they came not to take away any money but what did as justly belong to them as the persons that pretended to it." Mull-sack was hanged in Smithfield Rounds in April, 1659, at the age of 45 years. These picturesque scoundrels, who once made travelling an ordeal, are dead and gone. But to-day, thanks to John Boyd Dunlop's invention of the pneumatic tyre, we can travel in safety and comfort past the places that once echoed to the dreaded cry of "Stand and Deliver!"

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